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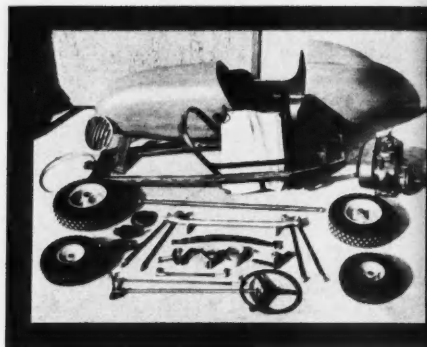
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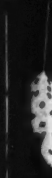
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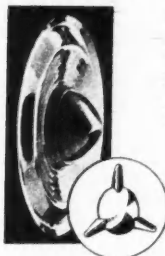
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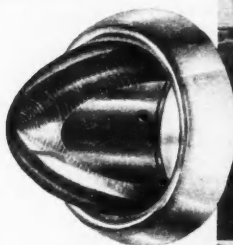
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CAR CRAFT

The "Custom Car" Magazine

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Published Month
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cover

Young Dennis Lodes of Alhambra, California, through his weekly pre-race tuning operation on rapid quarter midget for the very benevolent gentleman on his left—of Kris Kingle, himself. This will be quite a common combo comes time for his visit in December. Quarter midgets are sweeping country for "junior size" activity, and if you want to become part of this fantastic sport, check out our quarter midget feature this month which begins on page 24. Ansochrome by Al Paley

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WORDS from the EDITOR

OUR YEARS AGO in Anaheim, California, an ex-hot rodder and race car owner named Jimmy Caruthers slipped his young son Jimmy into the cockpit of a fiberglass-bodied mini-race car, fastened the safety belt, buckled the chin strap of his crash helmet and pushed the car onto a small backyard race track. Jimmy throttled the tiny speedster around the track lap after lap, and Doug stood on the sidelines with a smile of contentment—a new wonderful sport was born.

Today, this new sport, eligible to "small fry" (ages 4 to 12), is sweeping the country and is aptly called America's "Quarter Midget". In four years quarter midget activity has spread from a handful of participants, parents, sons and daughters, to several hundred members and thousands of weekly spectators. The original 20th of a mile dirt track in Anaheim's "Jelly Bean Bowl" has been replicated some twenty to thirty times over the United States by new associations. What once used to be a prototype race is now just one of ten or twelve body designs being manufactured by various companies and are available for competition. Yes, the quarter midgets are here to stay...but for how long?

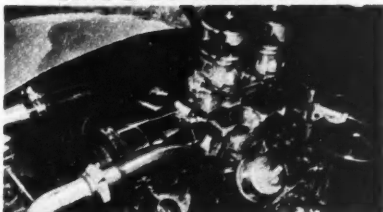
To this day, the quarter midget sport stands strong—but *unorganized*! It is basically made up of small community associations that have created their own particular rules and regulations. Many of these associations operate under rules that are well within the compulsory boundaries that assure protection for the young "pint-size" drivers. But others, a small minority, are dangerously bordering on a "ragged edge". These minority groups encourage unlimited souping of engines. They encourage the use of fuel additives encouraging higher speeds. And, in general, are striking for equality or injury of a young driver. When, if this ever happens—"Quarter Midget" racing will be through! It's evident, therefore, that a "governing body" is definitely needed to organize and unite these associations under a common set of rules and regulations program. Let's step up "Quarter Midgets" rolling by forming a sensible and intelligent leadership! I'm sure if you asked the young drivers who make this sport what it is, you'd get your answer.

—dick day



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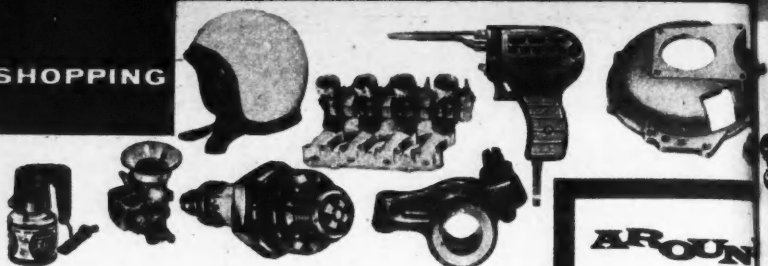


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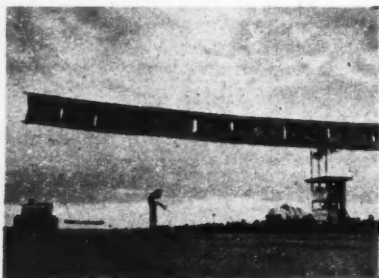
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AROUND



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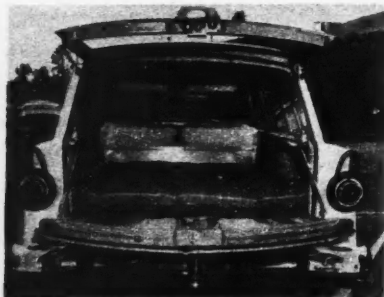
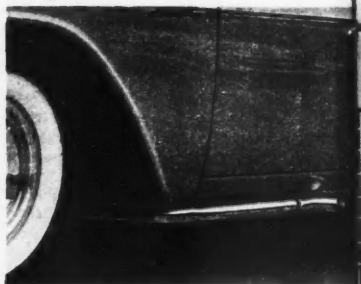
Included are such events as the National Championship Drags, Daytona Speedweek, Pikes Peak, Catalina and many others.

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"LEDHED McSLABB"

Dear Sir:

"The Legend of Ledhed McSlabb"—keep this type of thing coming. It's worth all the so-called *wasted pages*, I really enjoyed the article. Let's have another soon.

— Don Kroab
Glendale, California

Dear Sir:

I agree with Mr. Dowd, let's keep this type of article in the comic books. You have too good a magazine to start dropping off the deep end with ridiculous articles. Let's just have the plain, simple, old, beautiful, car features that have made your magazine what it is—O.K.?

— Jim Kline
Cherry Point, Carolina

Dear Sir:

I was reading the "Letters" column in the October '56 issue and spied the "Ledhed McSlabb" hassle. Well, about this "McSlabb" fella—YEAH!!

— Ty Grim
Pekin, Illinois

Dear Sir:

Enjoyed your "Ledhed McSlabb" article very much. But don't kill this type of thing off by presenting it too often. Once every three or four months would be fine.

— Tony Burdett
Salt Lake City, Utah

Dear Sir:

Tell John Dowd to take a long walk on a short pier. Let's see more "McSlabb" goodies. I took the mag with me to my geometry class the other day and all of us guys just about

lost our marbles laughing at Ledhed despoiling Chauncey's clothes—and the bit about chopping the top with a can opener. Can't you show how you can lose with this type of come

— Robert Ross
South Bend, Indiana

Dear Sir:

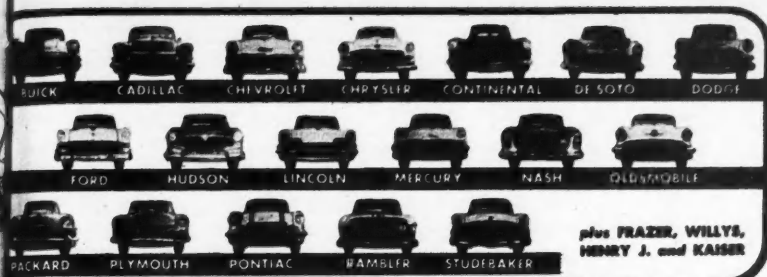
I feel that you are restricted completely automobiles with CAR CRAFT Magazine right? With this true, what better variation editorial content could you offer us readers than to stick in a fiction feature like "The Legend of Ledhed McSlabb". This Carl Kohn has an abundance of talent—don't waste it—let's see more of these fiction situations.

— Jim Johnson
Kelso, Washington

Here's a few of the pro and con letters we have recently received. Every letter sheds a little light on the subject of whether we should continue or continue the fiction features, such as "The Legend of Ledhed McSlabb", "Noble Swindles McSpindle". We would still like hear from more of you, so drop us a line. Remember, this is still your magazine—right down the line!—Ed.

MOTORAMA and MOTOR REVUE

THE Annual International Motorama and Motor Revue, held annually each fall in Los Angeles, has been postponed for spring presentation. Although definite dates have not been set, the sponsors announced that the show probably will be presented late in April or early in May of 1957.



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NATIONAL CHAMPIONSHIP DRAGS

Three hundred and fifty of the nation's
hottest "clutch artists" vie for quarter mile
championship records and titles

Photos by Eric Rickman, Bob Knight



The button the gent in the ten-gallon hat was wearing was yellow, and about four inches in diameter. On it, in bold black letters was the inscription "Texas and National Championship Drags — 1956!"

Although the Texans *did* come away from this meet with success in proportion to their entries, the largest in number, the badge was a gag. No one left Kansas City, Missouri, site of the meet, without the knowledge that this was the largest National Championship the automotive sport ever boasted.

With entries totaling three hundred and fifty, from thirty-three of the states — plus representation from Canada and Hawaii, the Nationals took off with a roar. Initial burst of sound came from the screaming blower on Cal Rice's "J.E. Riley Special" from Santa Ana, California (last year's champion), as it officially opened the meet on Friday, August 31, by taking the first run on the Kansas City Timing Association's new and beautifully paved thirty-five hundred foot drag strip.

The second "big sound" of the meet was the voice of the crowd (estimated at 35,000 for the four days) as they heard announcer Bud Evans call out the Riley Special's speed on that inaugural run — 9.99 seconds elapsed time, the fastest ever recorded by official NHRA timers.

National Hot Rod Association, sponsors of the event in cooperation with the Socony-Mobil Oil Company, had their hands full with attending to the certification of the many records which fell during the official record-setting session held on Sunday, September 2, the third day of the meet. Outstanding among these was the 152.28 mph top time turned by the aforementioned Riley Special. Although still the National Record for the Dragster Class, this time was eclipsed later in the meet by an astonishing speed of 159.01 mph turned in by Anaheim, California's Bob Alsenz, at the wheel of Kenny Lindley's "MISS-FIRE II" dragster.

Since National Records must be established under conditions equalized as much as possible, this time could not be accepted as the Official Record for its class since it was not achieved during the prescribed period of time. It was good enough, however, to remain the top time of the meet, top time on fuel, and top time by a Chrysler

CONTINUED

Kenny Lindley's Chrysler-blown "Miss-Fire II" driven by Bob Alsenz, cranked an unbelievable 159 mph for 1/4 mile distance. Fantastic — but beautiful, with Competition Body Shop paint job and striping by "Von Dutch". Car won "Best Engineered Award", Chrysler engine, 55 gallon drum of nitro and fast time trophy.

NC DRAGS

powered car, thus winning the crew of the "MISS FIRE II" a host of awards, which included: a new Chrysler engine (one of nine various make new engines awarded) a 55 gallon drum of nitro, and the coveted Top Time Trophy, awarded by Rod & Custom Magazine.

Cal Rice, Bob Alsenz, Arthur Arfons, driver of the famous Green Monster, were the trio who bested 150 mph at the Nationals, thus entitling them to membership in the new and exclusive Hot Rod Magazine's 150 MPH Club,

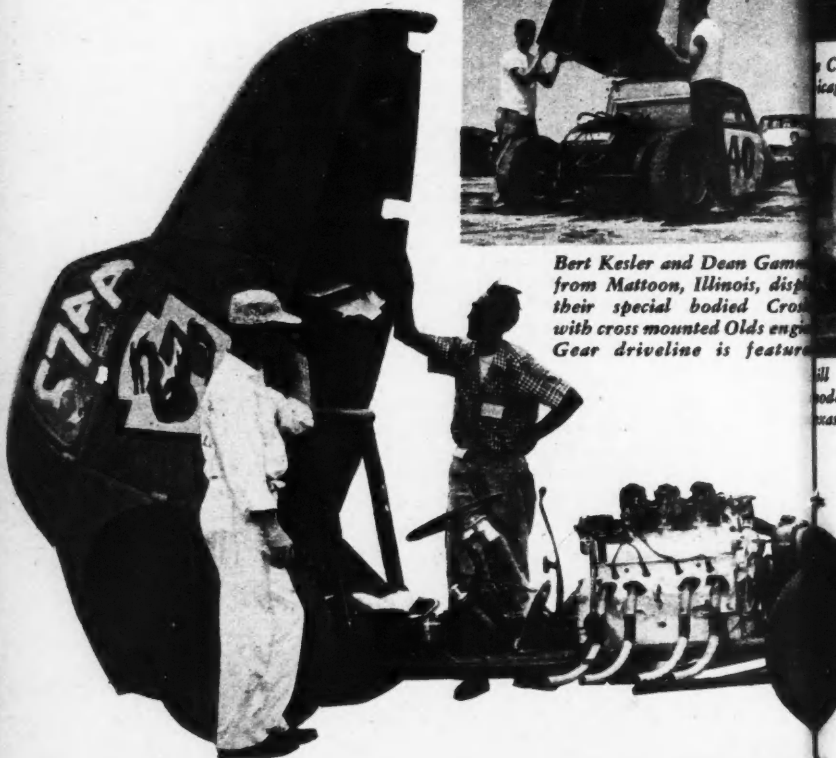
(Continued on page 15)



Kenneth Mansfield, representative Commercial Solvent Corporation, awarded Kenny Lindley and jubilant crew of "Miss Fire II" with 55 gallon nitro certificate for turning fastest time of meet—159 mi



Bert Kesler and Dean Gammon from Mattoon, Illinois, display their special bodied Crosley with cross mounted Olds engine. Gear driveline is featured





and Allega from Independence, Mo. (left), breaks out of starting line chute with his '56 Chev to cop D/GCS elimination trophy. Competitor is Ed Harris.



Christian from Lubbock, Texas (right), prepares to eliminate John Cummiskey of Chicago, Illinois, for B/ACS class. Lee's Deuce is not only rapid, but beautiful as well.



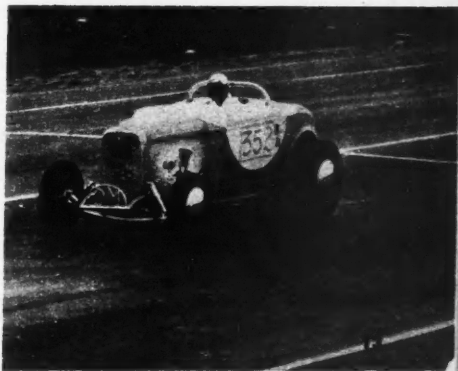
Will Zaiser, Catonsville, Md., did very well with his deceiving "Uncle Daniel" (model A) with supercharged Olds engine. Lined up with John Lovelean, Fort Worth, Texas (right), Willie buries his "pinky" in Olds powered 'A' to emerge top A/GCS.

RIGHT.

Dave Marquez and crew were on hand again this year walking off with top honors in B/HR. Also won CAR CRAFT Magazine award for "Best Appearing Car."

LEFT.

Carl Grimes from Phoenix, Ariz., folds back specially binged '48 Fiat body displaying '56 Buick mill. Jack Moss (foreground) drove miniature dragster to 118 mph for record in A/CS, and top eliminator in class.

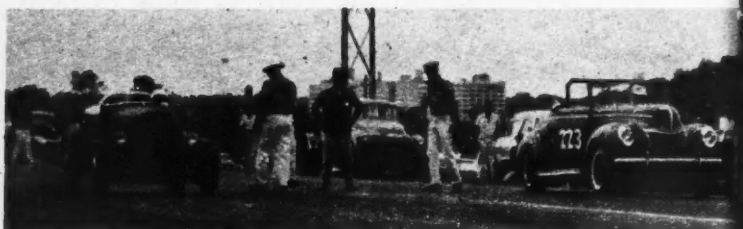


NC DRAGS

Lyndall White and crew up from Amarillo, Texas, with well designed B/OG Dodge-powered dragster set record at 115 mph but tweaked axle in elimination.



Upset of meet was this elimination heat between "Riley Special" and Melvin Heath dragster. Race terminated with Heath one and a half car lengths to the good at finish.



"Safford & Shores" (left) from Azusa, California, clicked in A/SR class two 102 mph while eliminating Al Carney, Indianapolis, Ind., driving clean '39 Cad-



Luther Wheat, Madera, California (left), and Norm Koborg's "Golden Rod", Omaha, leave starting line during eliminations. Two immaculate cars and two good sports-

aised to drivers reaching or exceeding that
eed at the annual National Hot Rod Asso-
sation sponsored National Championships.
After Arfons turned 150.75 in the Allison
wered "Monster" as his bid for entrance in
select group.

Top performance of the meet actually wasn't
ned on the strip — but instead in the pits,

and in town, where the good sportsmanship of
the nation's rodders was in evidence every-
where. Friends made at the Nationals are the
best kind — the kind that will be glad to see
each other again every year, as the annual
National Championships march their inevi-
table way toward becoming the outstanding
sporting event of the country.



considered a "dark horse" early
meet, Melvin Heath, Rush
ings, Oklahoma, tooled his
rysler-powered dragster to
with line time after time to
ally emerge "Top Eliminator
National Champion" for '56.
Heath prepared for champion-
ship bid by winning both Rocky
Mountain and Southwest Re-
gional Championships "Safari"
events staged by NHRA in '56.

IGHT.
Hawaiian "Wiki-Wiki" conpe
ade 8,600 mile trip to compete
the Nationals. Won elimina-
tion trophy for A/FC and—
ongest Distance Award".

IGHT.
ansas City, Kansas, entry, Don
bleicher's modified roadster,
w and family. Car displayed
autiful workmanship and
safety features. Turned 129 mph.

CONTINUED ON PAGE 50

EMBER 1956



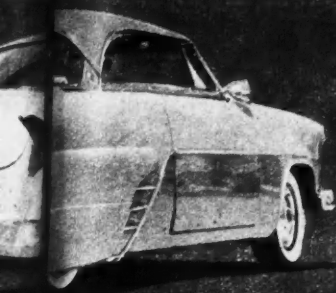
QUEEN OF THE "VIC'S"

CLARKAISER—popular
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applies considerable torch
work to the '53 Ford

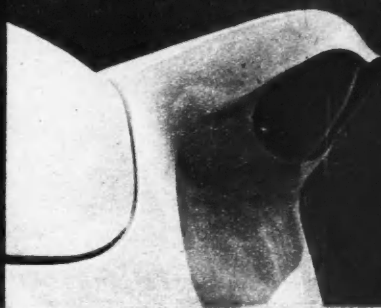
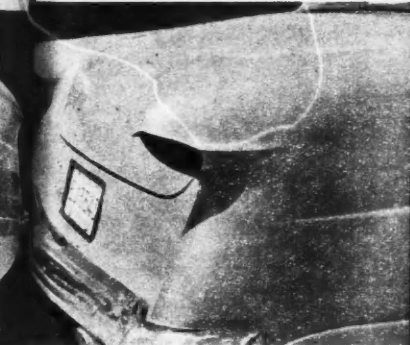
Photos by Dale Finley



Large "eastern style" fender skirts
designed to flow with "swept back"
scoops. Scoop's three trim bars
against trailing '55 Pontiac side trim



Straight from the "Automotive Capital of the World" comes this immaculately detailed '55 Ford custom owned by Frank and Charles Giladone. Lending the Silver Grey "Vic" its new attitude is the crafty workmanship of Detroit's prominent custom body shop—"Clackaiser". Grille cavity at the Ford was altered to accommodate complete '55 Meteor grille assembly. Frenched headlights display special sheet metal shades. '55 Meteor grille trim dresses out cleverly scooped hood. Front bumper is relieved of all trim augmenting styling.



Taillights present one of the most original designs we have encountered. All specially hand formed sheet metal, lenses are deeply tunneled and divided by special center partition. License plate is sunk into rear body panel. Car is lowered mild 2½-inches. "Flat top" appearance is largely due to a full two-inch top chop.

ENGINE SWAP: HOT OLDS FOR YOUR T-BIRD

*when you take a woman's roadster away from
her, you can't substitute a stock car.*



Bob Betz, above left, and Ak Miller have just removed the stock engine from this '65 T-Bird and are checking the cavity into which the hot Olds engine at the front of the car will be fitted. Picture on opposite page shows engine compartment sans engine.

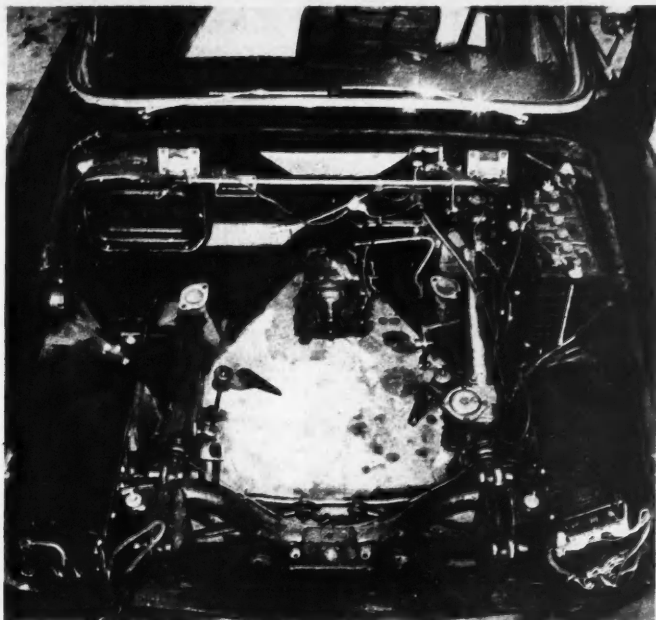


Photo story by Ray Brock

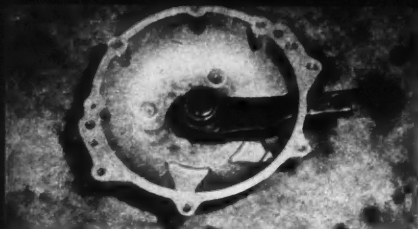
MOST PEOPLE ARE so thrilled with a new car that they don't dream of making changes until after they have driven it for a number of miles, but Ak Miller's wife, Chub, isn't that type. Chub recently bought a new T-Bird to take the place of the Oldsmobile powered '32 Ford roadster that she had been using for her shopping car but which Ak had sold. She had test driven a few T-Birds before deciding to buy but wasn't too happy with the power department. She was used to a roadster that turned 95 mph in the quarter and wasn't willing to settle for anything less. Ak had promised Chub an Olds engine to replace the Ford engine when she got her T-Bird and there were less than 200 miles on the new car when the switch was made. Before yanking the Ford engine, a trip to the drag strip for comparison purposes disclosed that the stock T-Bird with standard transmission was good for 80 mph in the

quarter just like it came from the dealer.

The engine used was a '56 Olds block, ported '56 heads with large valves, stock '56 cam with Ak's adjustable push rods and a C & T 1/2 inch stroker crank assembly with 1/8 inch overbore. Total cubic inches, 395. The ignition was Ak's own and the intake manifold was Weiland.

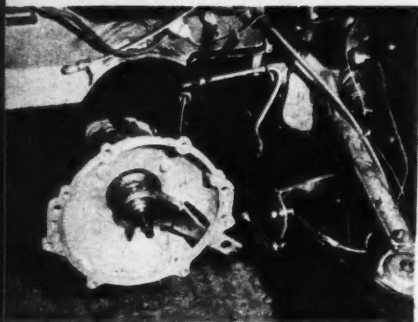
The adaption was accomplished in two days and was not too complicated as the pictures will show. The results are completely to Chub's liking and a ride in the car quickly makes anybody a believer in the old cubic inch theory. With the 3.72 rear end gears, the innocent looking T-Bird can be slowed down to 10 mph in high gear and will smoothly take off at a rapid rate of acceleration when the throttle is tickled. A trip to the drag strip resulted in a 102.75 mph run and since then, Chub has been bringing home trophies as well as groceries in her new shopping car.

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ENGINE SWAP: continued

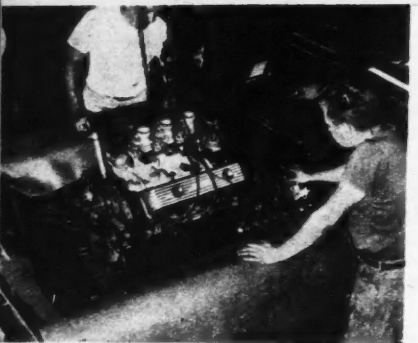
1. Crager bell housing adaptor was used to hook 395 cubic inch Olds to the T-Bird stick shift transmission. T-Bird throwout arm was also used but truck arm might be better since this one was short.



2. As shown in this picture, the T-Bird throwout arm is both short and in the wrong position to align with the clutch linkage. Longer truck arm could be brought out of housing at higher location.



3. Heavy duty Oldsmobile eleven-inch clutch pressure plate and disc are bolted to the engine by Ak. Ignition has been reworked to dual coil setup for better performance.



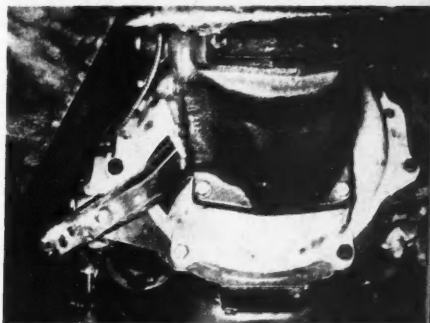
4. Complete engine minus the left side exhaust manifold is lowered into the chassis by Ak and Betz. Engine sits well forward of firewall and slightly higher than the T-Bird engine.

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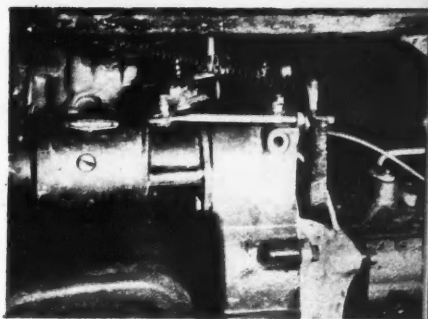
5. With the Olds engine bolted to the Ford transmission in stock position, the stock Olds front engine mount will match perfectly with T-Bird frame bracket and only two new holes are needed.



6. As seen from the rear, an end from an old Ford throwout arm was spliced to the T-Bird arm so that it would extend out past the lower bell housing and starter motor.

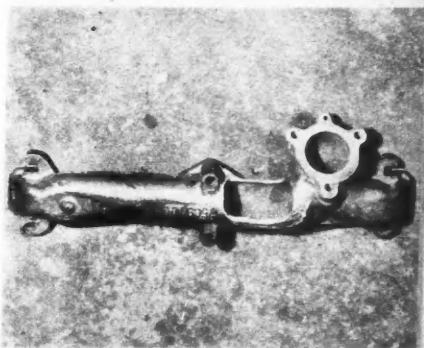


7. Linkage that actuates push rod was also extended downward to align with lengthened arm. Starter can be moved to right side with an adaptor but would require relocation or removal of Olds oil filter.



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8. Left exhaust manifold would not clear the T-Bird steering gear box so section was cut from the cast iron manifold and 1/8 inch plate made to fit the cut.

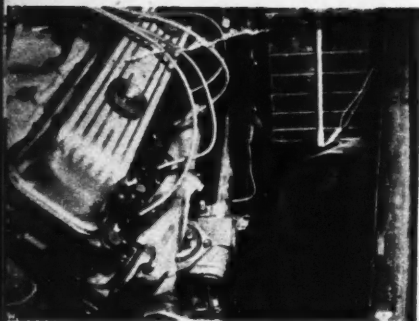


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ENGINE SWAP: continued



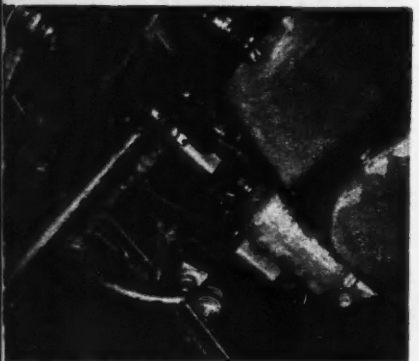
9. With plate brazed in place, manifold will fit the engine and clear steering box. Cross sectional area of the manifold at the point of cut was restricted by less than 25%.



10. Left manifold in place. Special headers could not have been used too well either due to the jacket on steering column passing directly in front of center port.

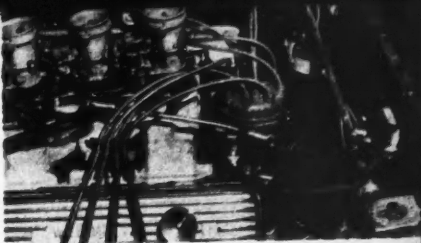


11. Right exhaust manifold is support for the generator and both clear 'A' arm and fender panels with room to spare. Exhaust pipe routing is simple on both sides.

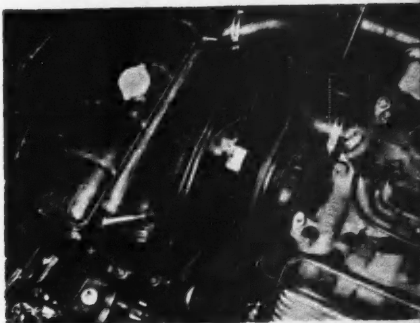


12. T-Bird stabilizing rods were used on each side since engine mounts both front and rear are centered on engine. Rods were placed between stock frame brackets and brackets on manifold bolts.

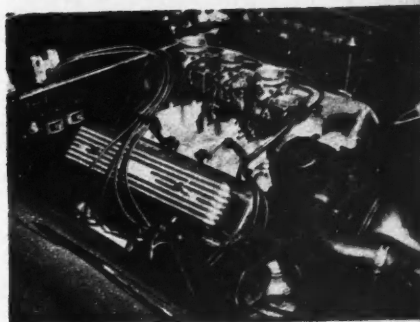
13. Olds engine has plenty of firewall clearance. Electrical system was changed to operate with Olds generator by merely switching to an Olds 12 volt voltage regulator.



14. Front of Olds engine sits slightly higher than Ford and fan is bigger so it would not fit inside the radiator shroud until the blades were shortened 3 inches.



15. High performance is an easy matter for this engine. The engine is mildly souped but well supplied with cubic inches. Intake manifold is Weiand and the carburetors are Stromberg 97's.



Home from a shopping trip to the market, Chub Miller is quite satisfied with her T-Bird. She has $\frac{1}{4}$ mile time of 102.75, many trophies.



QUARTER MIDGETS GO

wide selection of cars
and equipment provide "pint-size"
enthusiasts with first class
competition all over the country

Photos by Medley, D'Oliveo, Rickman



BIG TIME



On opposite page, Larry Hall waves to the crowd as the starter introduces him. Above, a race driver's meeting is held to explain rules. Snow-cone helps calm one driver. On right, eight-year-old Linda Valona took trophy and \$500 scholarship at Las Vegas.

By Ray Brock

LITTLE DID WE at CAR CRAFT realize when we gathered material for our first story on 1/4 Midgets to go in the March, 1955 issue, that it was not just a local fad. At that time there were only a couple of tracks in Southern California and a couple of outfits putting together car kits. Now, we have at least nine companies making cars in either kit or completed form, plus maybe a few more which haven't been brought to our attention yet. There are several pieces of speed equipment and other special items available and even small size crash helmets to fit Junior's head. As for tracks, there are dozens around Los Angeles and we have heard of others being established in Oregon, New York, Nevada, Utah,

Arizona, Kansas and many other states. One Los Angeles car dealer is even attracting buyers for his new cars by giving free driving instructions in 1/4 midgets to the prospective buyer's kids on a track he has built on his car lot.

Because of the increasing nation-wide interest in these pint sized speedsters, we have gathered together all of the information we could locate on cars, kits, etc., to give all of the interested fathers or big brothers in our reading audience a rundown on what is available. Some companies sell individual parts from their kits and it is also possible to buy just a body if you wish to build your own chassis.

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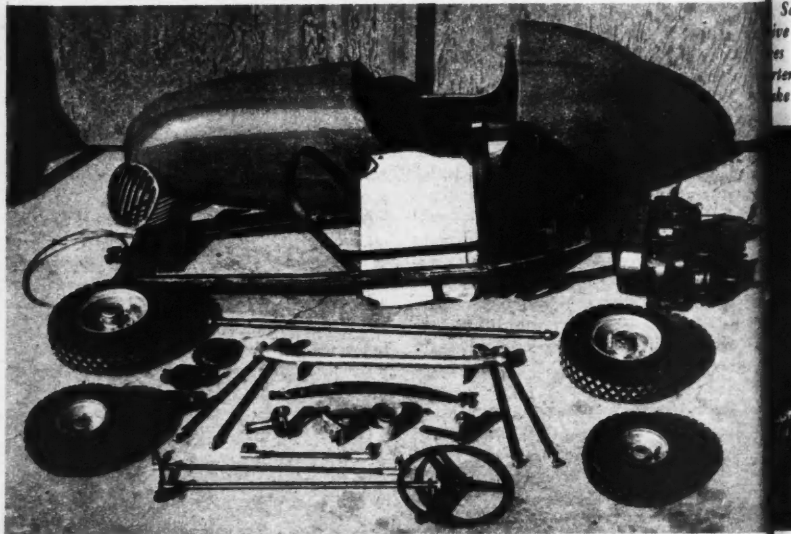




This is the car which Dennis Lodes and Santa are looking over on our cover. It was made from a Viking-Craft kit, below.



Right rear wheel is only driving wheel on 1/4 midgets so some owners have been buying special retreads to get better traction.



QUARTER MIDGETS continues

Specifications for these cars are pretty much universal but if you do contemplate building a car, we suggest that you contact the association in which your car will be raced before progressing too far. Some eastern associations differ slightly from the western groups in the rules.

To date, the top 1/4 midget get-togethers in terms of publicity and prizes was probably that which we attended on Labor Day in Las Vegas, Nevada. The Las Vegas Junior Chamber of Commerce was the sponsoring body and they put on the first National Quarter Midget Championship event at the 1/20th mile track on the grounds of the Showboat Hotel. It was an invitational meet with the local headfoots and several out-of-state juvenile drivers fighting for top honors. Qualifications were held on the night prior to Labor Day and the field was cut down to the top 30-odd cars.

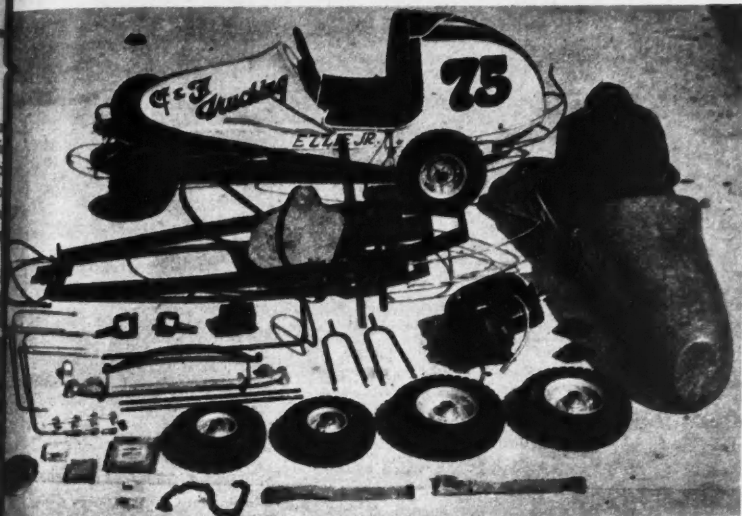
(Continued on page 28)

Viking-Craft kit, below, can be assembled in six hours or complete car is available. Address: 536 Juliana St., Anaheim, California.

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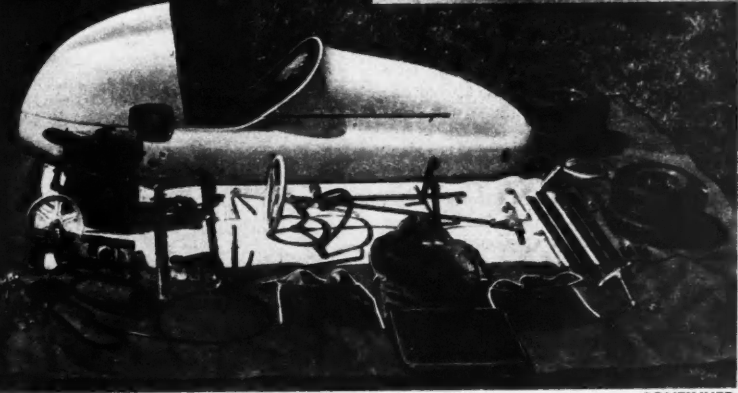
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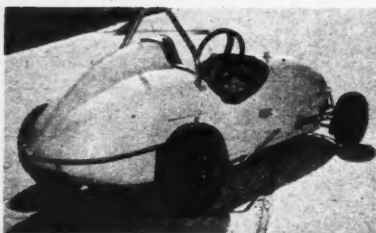
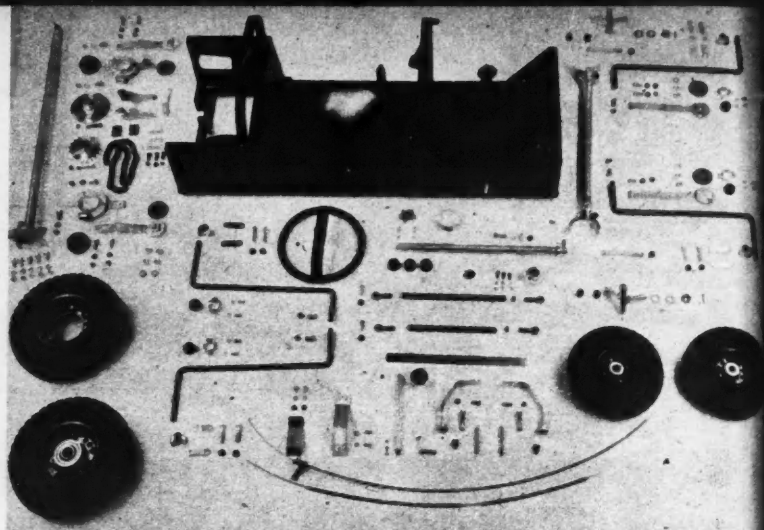
edway 1/4 midgets are in complete car and kit form. Frame is channel iron, body fiberglass. Complete car weight is less than 200 pounds. For more information, write: edway 1/4 Midgets, 11483 Van Owen, North Hollywood, Calif. Cars can be financed.

mbles
available

Califette race car, right and below, is built by Schiller Engineering, 795 Wyngate Ave East, Elmont Long Island, N.Y. Features include automatic clutch, rewind starter, rack and pinion steering, two wheel drive and choice of 2 or 2 1/2 hp engines.



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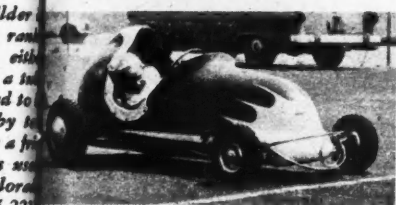
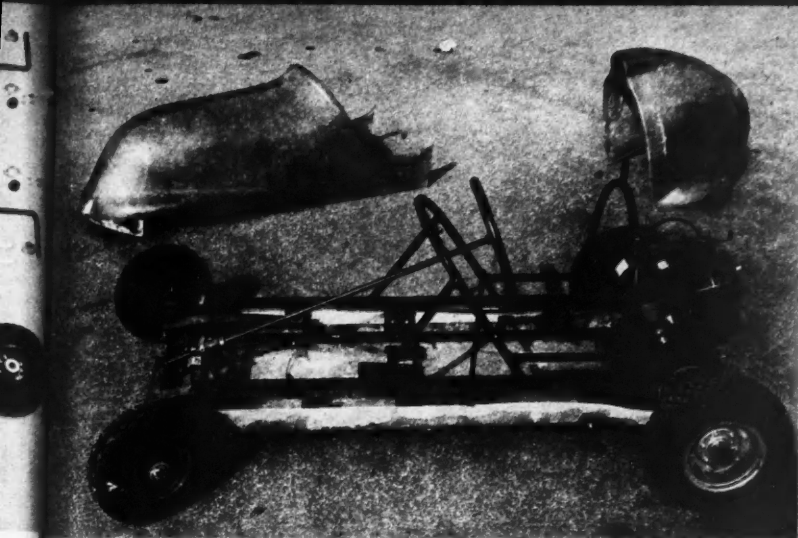
Even the most famous race car builder in the U.S. has joined the 1/4 midget ranks. This Kurtis model is available in either kit or completed form and features a tub frame with sheet metal panels welded to it. Suspension on all four wheels is by torsion bar, each wheel is controlled by a friction type shock and a spot brake is used. Write: Frank Kurtis, 525 West Colorado Blvd., Glendale, Calif. Phone CH. 5-2231.

QUARTER MIDGETS continued

These drivers for the big event were all winners since \$350 worth of trophies were distributed among the contestants in all races. The driver who went home with all of the marbles was not a boy as you might have expected but an eight-year-old charmer named Linda Valona from Norwalk, California. Linda was the only girl to make the main event and started in the front row on the outside. While some of the hot male favorites were fighting for position in the 40-lapper, Linda just kept going and eventually lapped all but one car in the eight car field. Her prize, in addition to a huge trophy, was a \$500 scholarship to



Vor Firefly has heavy fiberglass body, welded channel iron frame, built-in roll bar. Available in both kit and completed form. Engine Service, 8260 Phlox, Downey, Cal.



Preston 1/4 midgets feature a tube frame, fiberglass body, foam rubber and plastic upholstery. They can be purchased complete with two-tone paint and chromed axles, radius rods, etc. Write: Preston Midgets, 42 West California Blvd., Ontario, Calif.

any college of her choice when she reaches college age. Scholarships of lesser value were also awarded the second and third place finishers.

For those of you who wish to learn more about the 1/4 midget cars, we suggest that you write any of the companies listed in this story for brochures and prices on their cars. It's a lot of fun for both the father and driver and as Linda Valona proved, it can be a good way to let Junior work his (or her) way through college.

QUARTER MIDGET SPECIFICATIONS (West Coast)

(There may be variations in different sections of the country.)

- WHEELBASE:** 50 inches maximum
- TREAD:** 28 inches min., 30 inches max.
- LENGTH:** 74 inches maximum
- HEIGHT:** 26 inches maximum
- GROUND CLEARANCE:** 2½ inches maximum
- WHEEL SIZE:** 10 inches max., 8 inches min.
- GEAR RATIO:** 8 to 1 minimum
- STEERING:** Direct
- FRAME:** All metal
- FIREWALL:** All metal
- ENGINE:** Four cycle only, 7½ cubic inch maximum. No displacement increase and no overhead valves or blowers.
- DRIVE:** Only one driving wheel
- BRAKES:** One wheel required
- FUEL:** Pump gas unless stated otherwise
- SAFETY:** Webb belt with quick release buckle, crash helmets, goggles with no metal frames.
- INSPECTION:** By board members. Engine size may be inspected by board at any time.

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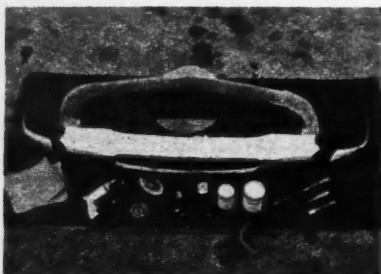
Customizing with the-

'PLASTIC

PART

LAST MONTH the "Plastic Surgeon" took you step-by-step through the process of removing hood trim from any '49-'51 model Ford. This month he's back with us again to show all you '49-'51 Ford owners just how easily it is for you to achieve this genuine custom car flavored grille. The key secret to this new "Plastic Surgeon" customizing method

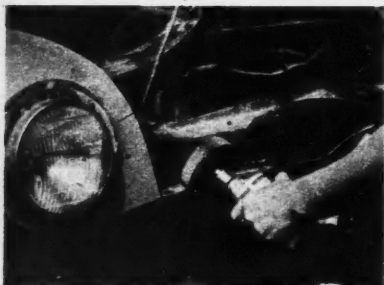
Text and Photos by Jim Potter



1. Pictured is complete "Plastic Surgeon" kit for restyling any '49-'51 Ford grille. Essential hand tools are also listed.



2. First, remove all grille pieces, including top and bottom frame, central spinner, and parking lights from each side.



3. Using electric drill and grinding disc, thoroughly clean paint from areas where pre-formed shell is to be attached.



4. Place fiberglass grille shell in position in grille cavity and mark off areas that will have to be trimmed.

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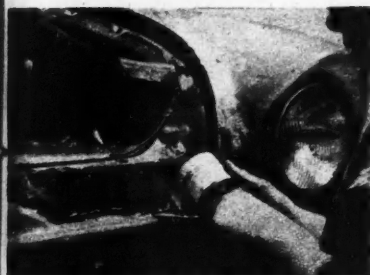
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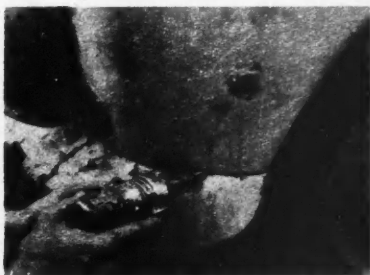
custom grille kit for all '49-'50, and '51 Fords

od is the use of pre-cast fiberglass components that need only be laminated to the stock metal body with the magical, metal-bonding, epoxy resin. The "Plastic Surgeon" grille kit used to create this molded grille contains all the essential ingredients: molded fiberglass grille piece, small hood filler piece needed for '49 and '50 model Fords only, '54 Pontiac center

grille bar with modified wrap-around extension arms, and a sufficient amount of epoxy resin to handle all lamination and seam filling work. Only hand tools are deemed necessary for all constructional operation so you can see that the job easily fits the "backyard" category. All orders and inquiries should be directed to: Lee Rockwell, P.O. Box 1, Tustin, California.



5. After trimming shell to perfect alignment, mix "Plastic Surgeon" resin, then thoroughly laminate shell to the metal.



6. All paint surrounding body seams and parking lights is now thoroughly removed, preparing metal for fiberglass fill in.



7. Fiberglass paste is forced into body seams, filling cracks. Fiberglass patches are used for filling in parking lights.



8. After fiberglass has completely cured, a small sanding disc, attached to hand drill, is used to sand surfaces semi-smooth.

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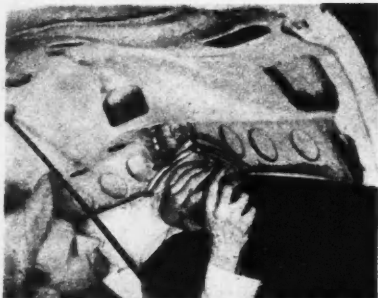
PLASTIC SURGEON continued



9. Small pre-cast hood filler piece, needed for the '49 and '50 models only, is checked for alignment. Trim where necessary.



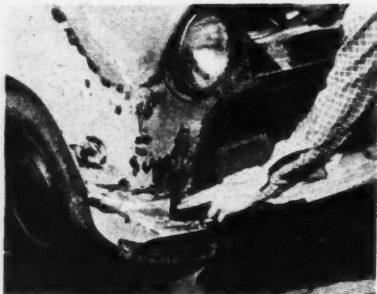
10. With alignment perfect, tape the filler piece into its hood position from the outside only. Mix fiberglass paste.



11. First laminate filler piece from the underneath side. When dry, remove tape and bond outside area solidly to metal.



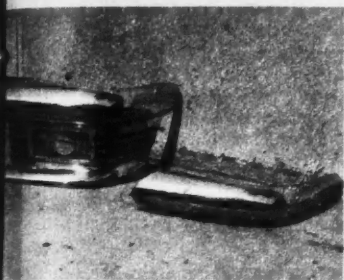
12. Surface is first ground semi-smooth with grinding disc, then is blocksanded to perfection with 320 sandpaper (wet).



13. All filled body seams and body patch work is now finished to smooth perfection by thoroughly blocksanding by hand.



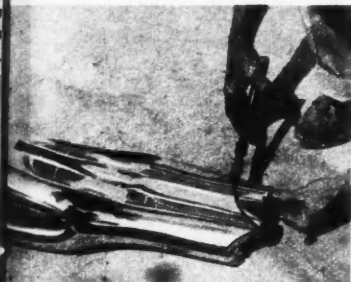
14. Last step is that of prime painting. Several coats may be needed for perfection. Blocksand surface between coats.



15. End wrap around extension arms used in conjunction with '54 Pontiac center bar made from '50 or '51 park light units.



16. Top bar of parking light can be easily cut away from stock component. Use tin snips, filing edge smooth after separation.



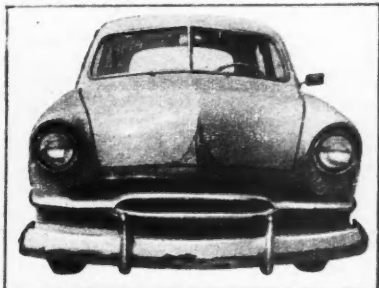
17. Rear inside corners of the '54 Pontiac center grille bar have to be cut away allowing clearance against Ford's grille pan.



18. Parking light bars are mated with Pontiac grille piece. Drill hole in underneath side, secure with metal screws.



19. Three small strap metal braces (arrows) are attached in the grille cavity to support and secure grille bar assembly.



20. "Plastic Surgeon" face lifting lends Ford true custom appearance. Deeply shaded headlights will be next month's project.



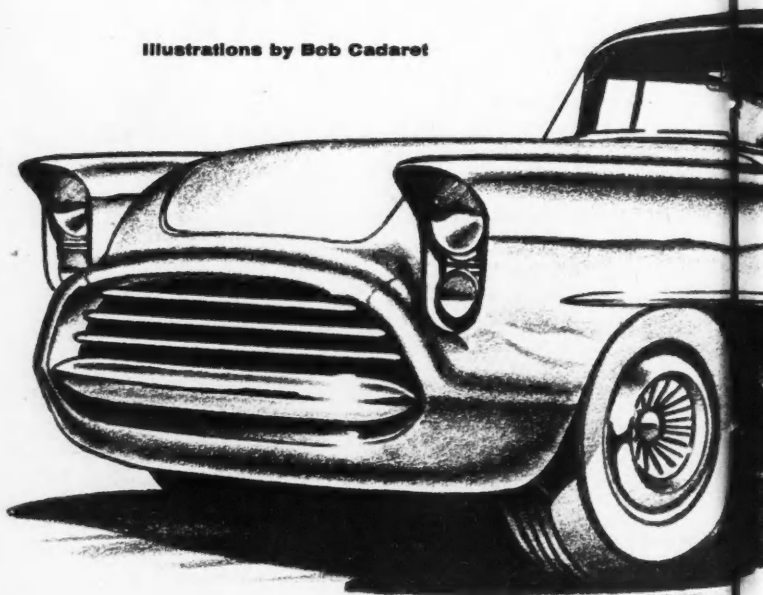
YET UNDISCOVERED by many car enthusiasts, the '55 and '56 Buick of considerable talent for restyling purposes. The body style, being that it's part of the General Motors family, lends itself to the same expensive customizing that was incorporated into the late Chevrolet and other GM products recently featured in our monthly "Restyling" articles. Competently handling this month's torch session are George and Sam Barris. It's interesting to point up that their restyling treatment for the Buick previews a few styling

The Barris Brothers

RESTYLE

The '55 Buick

Illustrations by Bob Cadaret



themes that will be making their initial appearance on some of the '57 model cars.

BODY MODIFICATIONS

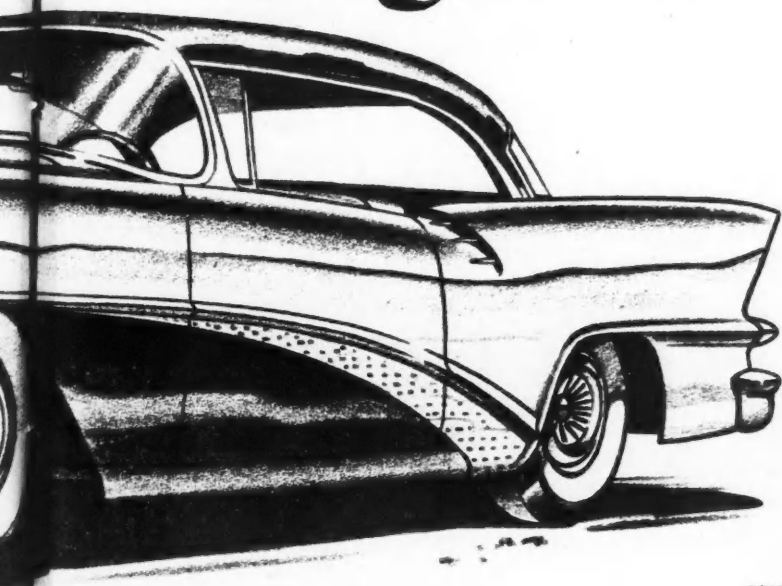
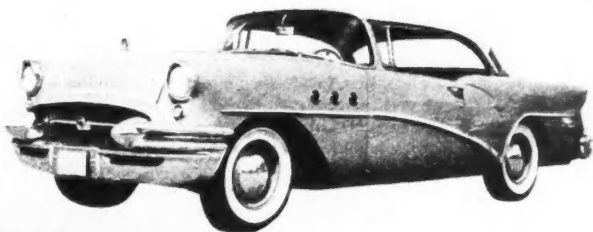
Most notable alteration in the body department is where the brothers took advantage of the slight concaved body contour, just forward of the rear fenders, for small, but unique, fake air scoops. The three small chromed trim teeth protruding slightly from the opening of the scoops are made from small diameter round rod. While scoop modifications were under-

way, door handles were removed. An electrical push button system was installed that now actuates both components. All trademarks such as: insignias, medallions, front fender port-holes, etc., have been eliminated, achieving a much cleaner body appearance.

HOOD, GRILLE AND HEADLIGHT MODIFICATIONS

All evidence of Buick's garish stock front end has been completely deleted and replaced

(Continued on following page)



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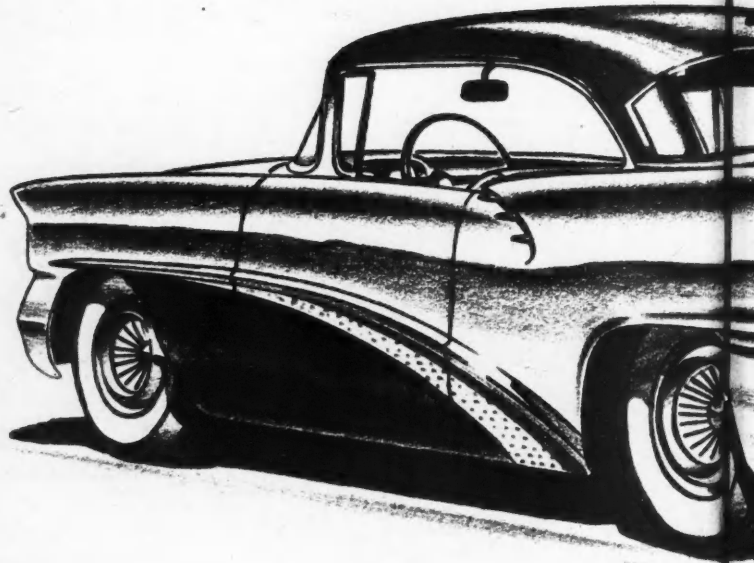
RESTYLING THE '55 BUICK continued

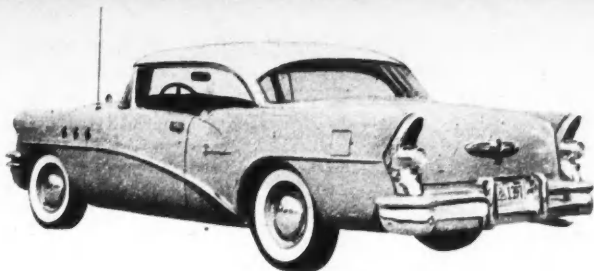
with a huge oblong grille cavity possessing four decorative floating components. Large diameter tubing was used in creating molded lip bar surrounding the upper area of the grille opening. Bottom half of the cavity was detailed off in true molded fashion by splicing two '53 Studebaker lower grille pans together, then blending them to front body panels. Nestling in the lower section of the large grille cavity is a much modified '46 Oldsmobile bumper that has been shortened and reshaped to conform to grille contours. The three upper chrome bars completing the floating grille bar combination are made from ordinary round rod. Simulated dual headlights built into the front fenders of the Buick are scheduled styling for many of the new '57 cars. The Barris Brothers incorporated slightly smaller headlight units just below the stock Buick headlights which are mainly employed as parking lights. The dual light combinations are neatly housed in deeply tunneled fender extensions that were made from sheet metal. Round rod was adapted to the front edges of

the shades to obtain a smoothly rolled leading edge.

REAR FENDER AND TAILLIGHT MODIFICATIONS

An immediately noticeable rear fender transposition are the large "kick up" fins that have been spliced to the upper area of the stock rear fenders. "Jet-tailed" rake of fenders flow graciously down to specialty taillights made from '56 Chrysler rear lenses. Two lenses are used in conjunction with one another with a chromed metal strip serving to obscure seam. The dual lenses are set into slightly tunneled housings, and the housings diminish into the body forward. The radius of the rear wheel openings has been cut down considerably to match off with the side peak of each taillight housing. Forward side trim remains stock, but has a tapered section of chromed expanded metal bordering along the lower edge. Rear trim section has been completely eliminated. Rear bumper is retained in stock condition with only modification being exhaust tips.



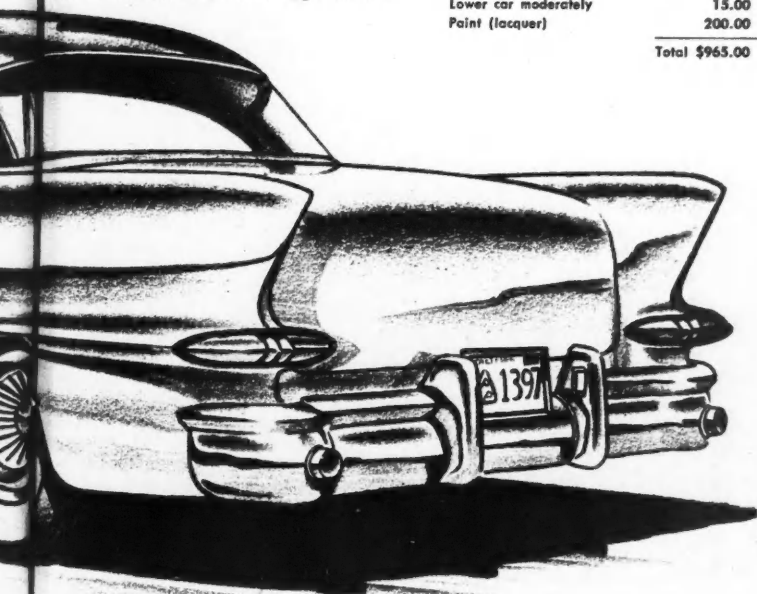


The finished Barris product emphasizes several facets of restyling that have already left their impressions on custom car builders. One is the swing to radically designed rear fender fins. Another is the mad scramble to see who can come up with the weirdest display of dual and triple headlight and taillight arrangements. And last, the ultimate use of expanded metal for detailing and grille work. All these new concepts of styling will soon be showing up on our latest Detroit automotive products, and for the custom cars . . . a step further!

PARTS AND PRICE LIST

(All parts are included in labor prices)

	Labor	Parts
Build complete grille	\$225.00	.....
Nose hood and remove deck lid trim	25.00	.....
Remove door handles and install electrical push button system	80.00	.....
Build aircoops in rear fenders	50.00	.....
Adapt chromed expanded metal below side trim	40.00	.....
Extend and build rear fender fins	100.00	.....
Build taillights	140.00	.....
Alter rear fender wheel openings	70.00	.....
Rework exhaust tips through bumper	20.00	.....
Lower car moderately	15.00	.....
Paint (lacquer)	200.00	.....
Total	\$965.00	.....





SPEED

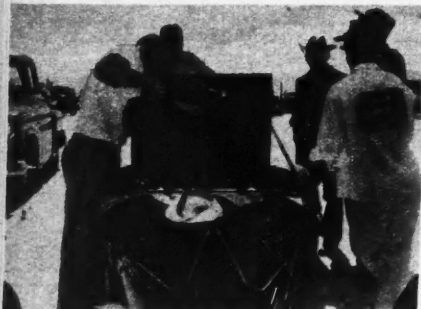
ON SALT

By Ray Brock

Carroll Thompson fastens his chin strap as he prepares to set a 'C' Gas roadster record average of 145.985 mph in his Arden-Merc powered '29. Same car was record holder in '55.

Hot rodders invade Bonneville salt flats for eighth year and continue the annual parade of new records with both old and new cars.

THE EIGHTH ANNUAL Bonneville Nationals sponsored by the Southern California Timing Association were held from August 27 to September 2, 1956, on the famous dry salt beds east of Wendover, Utah, and the



Most modified cars don't have a radiator so hot water must be drained after each run and replaced. Culbert's car turned 195.97.

speeds of America's fastest hot rods continue to go higher. Since the origination of this event on the world's safest race course in 1949, backyard creations have continued to slug away at records in the many car and engine classes with records tumbling and speeds bordering the fantastic being hung up.

193 miles per hour was top speed for the 1949 meet and was established by a special streamlined car but since then, the top time has continued to rise until this year a one-way time of 261 mph was reached. In the past few years, surplus aircraft wing-tip fuel tanks, old Ford roadsters and even sports cars equipped with powerful modified Detroit engines have invaded the 200 mile per hour class.

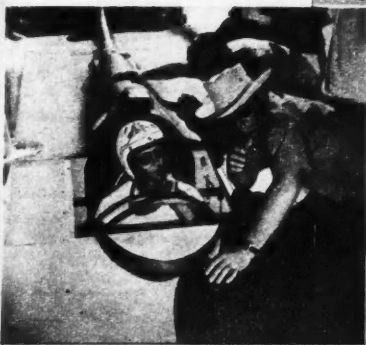
One of these fine summer days at Bonneville, a hot rod is going to crack the 300 mile per hour mark and if the time ever comes when John Cobb's world speed mark of 394 mph is broken, whether by hot rodder or other teams, the big flat piece of salt in western Utah will be the scene of the event.



Sleeving and boring Dave Ratliff's DeSoto block on the sidewalk in front of the Western Motel is a job for Tom Beatty, left. Tom worked 'til dawn on this and another block while awaiting pistons for his own engine to arrive. He blew several engines during the week and finally topped it all off with a broken rod in his push truck.

Photos by Bob D'Olive, Dean Batchelor

New 'D' class streamliner to the salt this year was the Herder-Cramer entry with blown Chrysler engine. Workmanship was perfect but crew didn't have all problems solved, tested 149.

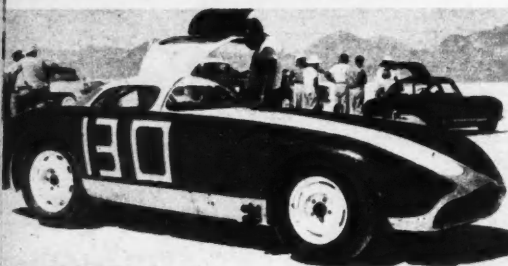


Starter Bob Higbee thoroughly explained course and timing lights to every driver before starting him on first run of the meet. Each car was given a rigid technical inspection before it was allowed to run or enter pit area.



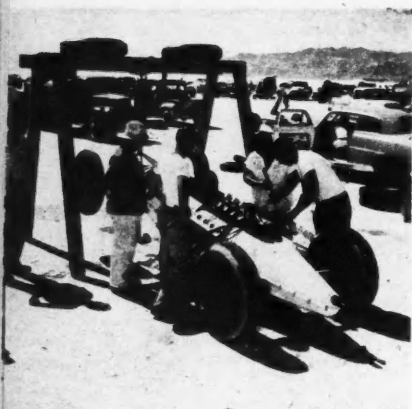
Biggest entry was in the 'D' Gas coupe/sedan class where 14 cars competed. One of the big surprises was this '56 Ford owned by Karol Miller of Houston, Texas. It ran 139.75 mph but couldn't quite catch Chrysler 300-B at 141.95 mph entered by Dr. Nathan Ostich.

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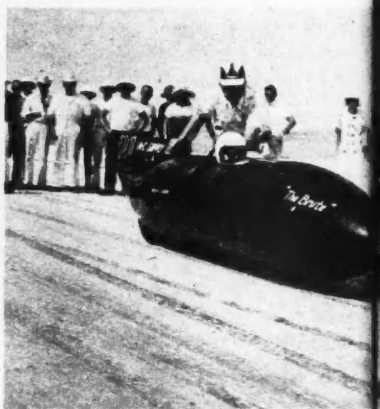


Above, Fred Lavell, Birmingham, Michigan fitted a Sorrell body over an Allard chassis and used a stock DeSoto Adventurer engine. His best speed was just over the 150 mph mark.

Barnes and Larsen also used a Sorrell body over a special chassis. Chrysler engined car did 175 mph in a qualifying run and set new closed sports record of 164.

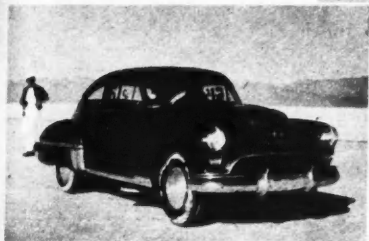
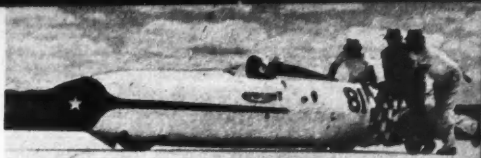


Valley Auto 'D' lakester from Phoenix was driven to new record 213.19 mph by Ernie Immerso. Crew brought pre-fab hoist frame that made work on their car much easier.



Streamlined Harley-Davidson bike owned by Hood-Clausen of L.A., made one run but reached a speed of 207.37 mph. Engine trouble prevented possible faster times.

Streamlined 30½ inch Triumph cycle from Texas set new AMA record average of 198.02 mph during Bonneville Nationals & 214 mph world's bike record the following week with 40 inches.



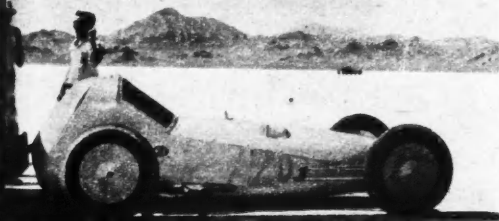
Top qualifying time for 'C' gas coupe/sedan class was by Ak Miller in a 305 inch '49 Olds. Record attempt was beaten by Tom Poole of Michigan in a hot '55 Chev sedan.

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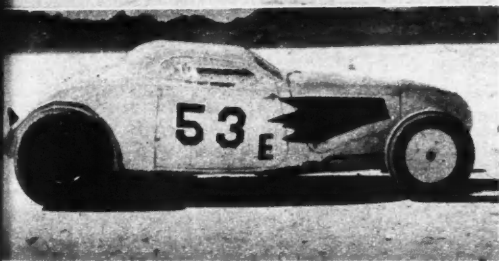
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Dodge powered DeArmond-Markley 'B' roadster had top one-way time and record for a time but was beaten after piston blew. 174 mph qualifying speed still earned a trophy for crew.



Wellborn Auto Special dragster from Eugene, Oregon, had blown Merc flathead, had to run in 'D' lakester class due to body. Car is well built, has good driver protection, turned in 175 mph.



'E' competition coupe/sedan was entered by Callaway-Worobieff and used a blown Chrysler engine. Full potential of power was never realized although car did win class at 166 mph speed.

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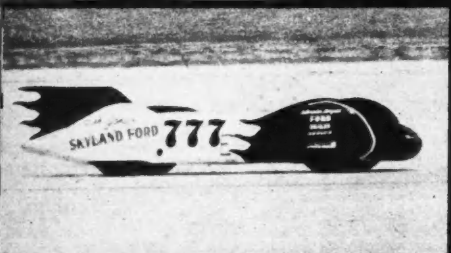
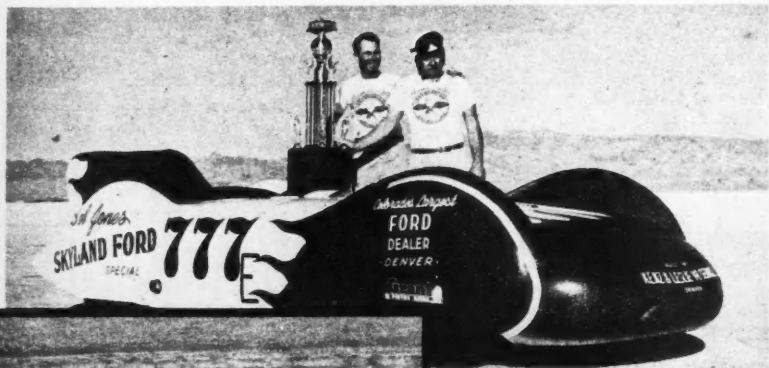
RAFT

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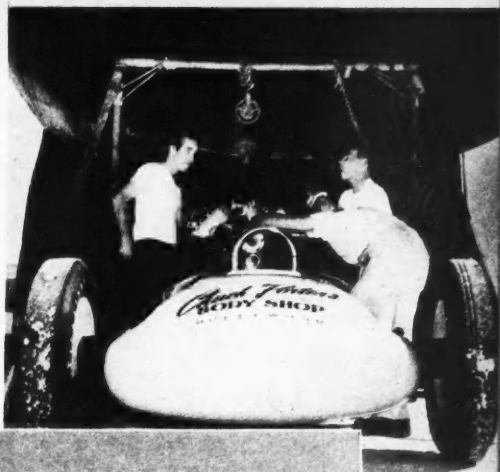
Summers Brothers' modified roadster had top time in 'C' class with a sleeved Chrysler at 204.31 mph and also in 'D' class with a blown DeSoto at 213.14 mph. Although the fastest roadster ever at Bonneville, engine problems prevented a record in either class.

National Champion for the fourth time, the Kenz-Leslie four-wheel drive 'E' streamliner with three flathead Ford engines won Hot Rod Magazine trophy for top time of 261.81 mph. A broken drive shaft kept the car from making a two-way record attempt.



Aluminum bodied streamliner in photograph at left is traveling at better than 250 mph. Driver, Roy Leslie, sits in fully enclosed cockpit at very back of the car. Salt was in perfect shape in '56.

Ruddy-Weinstein 'C' modified roadster set a new class record of 200.009 mph with Ardun-Merc engine but only after lots of hard labor. Tarp affords crew protection from broiling sun.

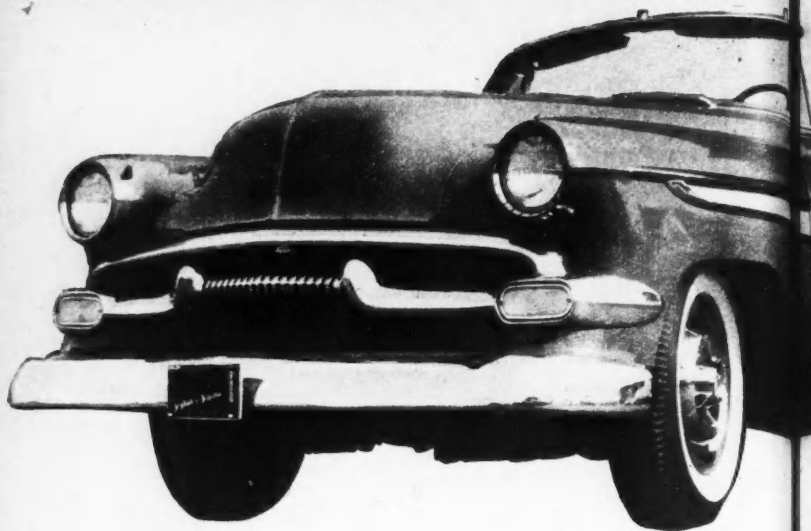


Wedge-nosed '27 Ford roadster copped the two-way record on last day at 204.869 mph. 'D' modified roadster has a Chrysler engine. Driver, Bill Perry made 200 mph club.

Otto Ryssman, left, receives congratulations and T-shirts from John Bartlett of Grant Piston Rings Co., as he is named 200 Mile Per Hour Club prexy for 1956-'57.

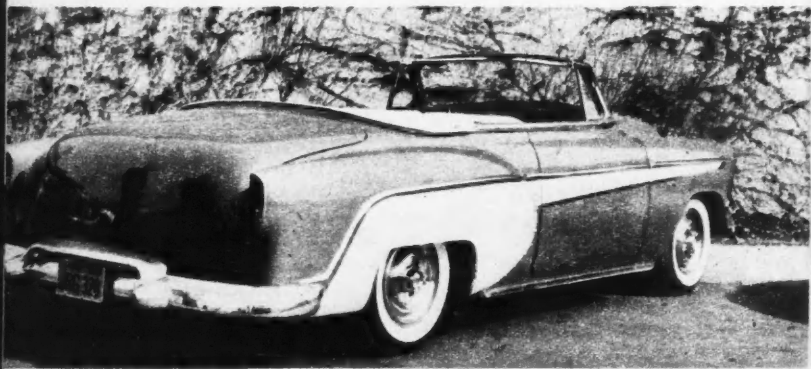


CONTINUED ON PAGE 62



Richard Leimetz's collaborated with Al Parodi of Redwood City, California, in creating his Ballard Red and White '53 Chevy custom. Grille bar emanates from '55 Plymouth and has been installed upside down in grille cavity.

Very striking trim effect was brought on by adapting '55 DeSoto rub strips. Note that the bottom trim piece diminishes into rear fender airscoop while two-tone paint's division line follows fender edge. Dodge "Lancer" hubcaps.

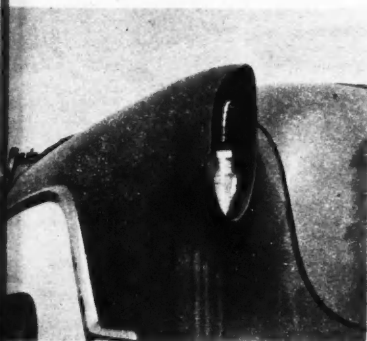
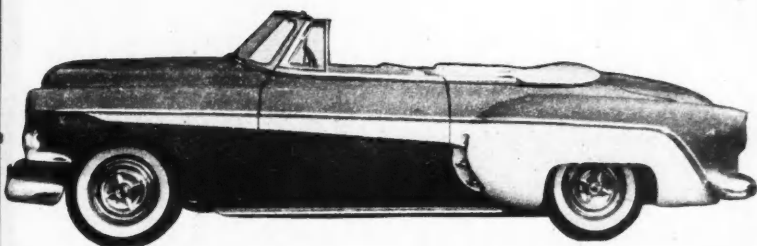


Wedge trim styling really "comes on" from three-quarter rear view. All exterior trim has been removed with doors and deck lid components now actuated by an electrical push button system. Rear bumper guard, housing exhaust tips, originates from '53 Kaiser.

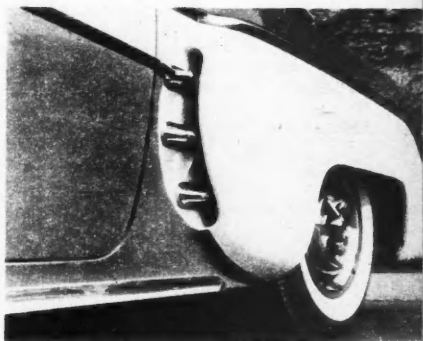
TRIM

STOVEBOLT

Photos by George Barris



Stock taillights have been tunneled by extending shades with sheet metal. Stock headlight rims were used to french lights.



'53 Merc grille teeth are adapted in scoop opening. Round rod, 1/2 inch in diameter, was used to create smooth edge of cavity.

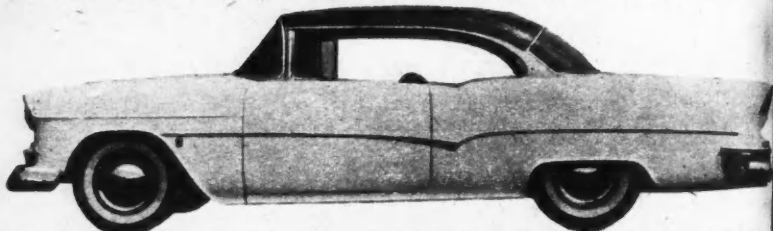
GRAB BAG:

TRIM TACTICS

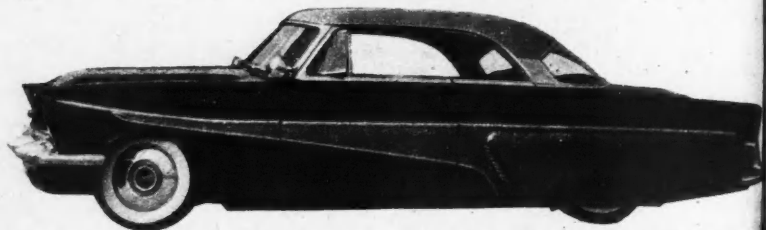
number one disguise for the custom car

"SIDE TRIM" RESTYLING has finally come of age. Hardly a custom car is built today that doesn't possess a trim alteration. This is quite a switch from years gone by for only a short time ago most custom car builders were unaware of the tricky trim patterns that could be achieved with a finished customized product. Most of this side trim emphasis can be directly attributed to Detroit's competent styling departments. In the last three

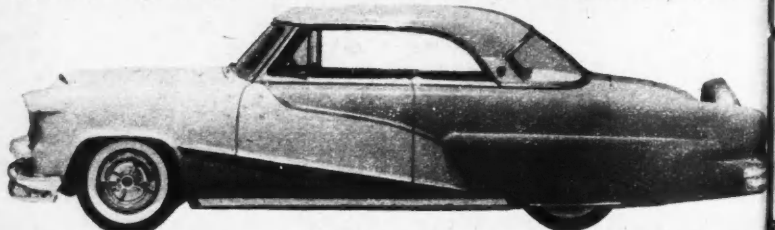
years they have given us some fantastic designs. Some good, some bad, they all add up to the point where today any backyard customizer can procure numerous "over-the-counter" trim pieces for the purpose of creating his own special automotive trademark. Pictured on the following two pages are several "special blend" examples that we hope will help you in determining a personalized trademark for your own custom car.



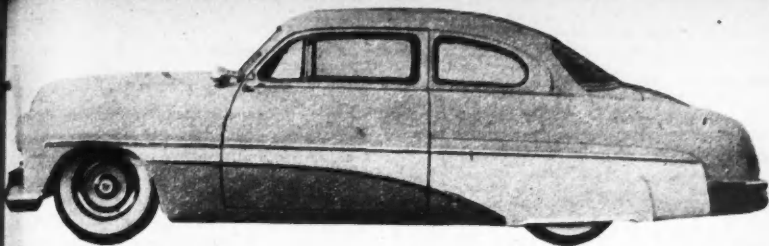
The '55 Dodge "Lancer" trim harmonizes beautifully with all makes that possess dipped window lines such as GM products, etc. Trim will work well with '57 Ford.



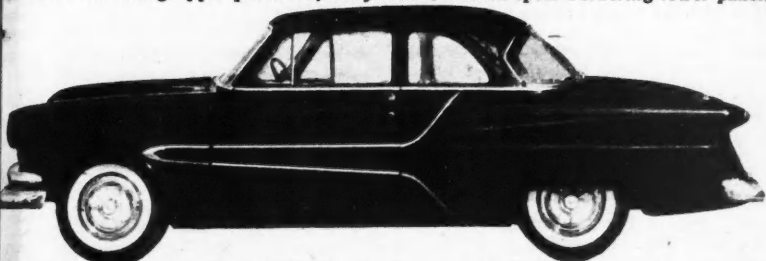
A nice scalloped design has been built into the sides of this '52-'54 Ford. Upper trim originates from '56 Pontiac while lower piece emanates from '55 Chevy.



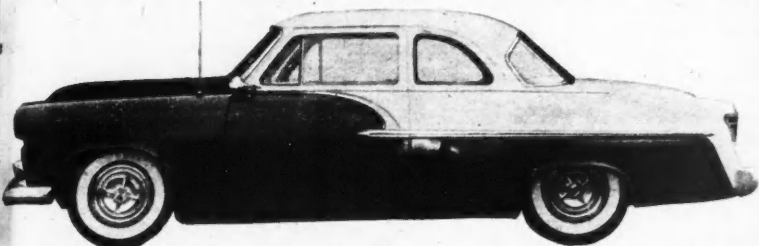
Weird two-tone paint break for this '52-'54 Merc was achieved by diminishing trim into rear fender aircoop. Upper trim piece is '55 Olds; lower section is stock.



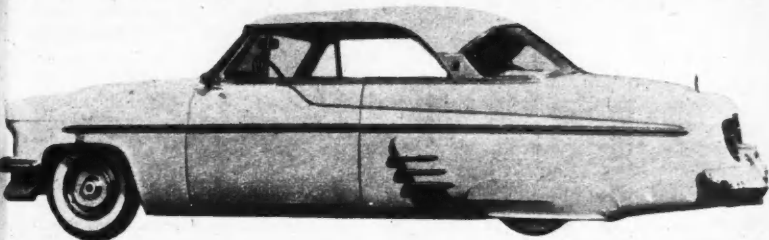
Effective spear shaped design was created for this '49-'51 Mercury by adapting '50 Ford trim along upper portion of body with '55 Buick spear bordering lower panel.



Novel "wedged" motif is derived by blending two '55 DeSoto lower trim pieces together through center of '52-'54 Ford body. This design also lends itself to two-tone painting.



Lower trim from '55 DeSoto can be blended to many straight body trim strips. Here an upswept design was obtained by using special T-Bird trim forward of the doors.



Reversing the popular "wedged" or "spear" type design is this theme of a trailing two-tone panel bordered with small trim from '55 Chrysler. Lower piece is stock Merc.

WHAT'S YOUR PROBLEM?



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TECHNICAL EDITOR

WE DIDN'T GOOF

Dear Ray:

In the August '56 issue of *CAR CRAFT*, you featured an article on installing an OHV Ford engine in '49-'53 Fords. Correct me if I am wrong but don't '50 Fords have two inlets and two outlets on the radiator and '55 engines only one? I believe you failed to cover this.

— *Leslie Ambrose*
Barnesville, Minn.

Had the car in the story been originally equipped with a V8 engine, you would have us Les, but if you look through the story again, you'll see that it was a six-cylinder Ford. The radiator used with the sixes has only one inlet and one outlet so no changes had to be made when the '55 engine was installed. Keep looking, we goof every once in awhile.

EXPLOSIVE WILLYS

Dear Ray:

I have a customized 1952 Willys which is presently without an engine. I can get a good buy on a modified '55 Cadillac engine which is equipped with four two-throat carburetors and a supercharger. The friend to which this engine belongs tells me that he thinks that it will fit with only a few changes but I am not too sure. If it will fit, what is the best transmission for it? Can I hook it up to a Powerglide?

— *Bob Riley*,
St. Louis, Mo.

Wow! I don't doubt that the Cad engine can be made to fit and if so, what a bomb it will be. You probably won't have as much trouble trying to get the engine into the engine com-

partment as you will trying to get the hood back on after it is in place. With the blower and four carburetors on top of the engine, you'll probably have to make a pretty good sized bubble in the hood. There are no adaptors available to hook the Cad engine to the Powerglide transmission and for a very good reason. The Powerglide just wouldn't be able to hold the kind of horsepower that a modified Cad can put out. If it's an automatic transmission you are after, use a beefed up Hydra-Matic, it is the best available. You will have to change the rear axle to something a little sturdier too, such as Cad, Olds, Lincoln, etc. After the running gear is all set and before you leap on the throttle too hard, I'd recommend a set of heavy duty shocks all around and larger brakes, you're going to have so much power that you'll have trouble keeping it on the ground and getting it stopped.

TRANSMISSION PROBLEMS

Dear Ray:

Would it be possible to install a 1939 Ford floor shift transmission in my 1951 Ford Victoria? At present, it is equipped with a Ford-O-Matic transmission which is not equal to the power of the engine.

I realize that there are several problems to be found in such a switch but I am willing to face these. As I see it, I need an adaptor plate, clutch, throwout bearing and a few other parts. Do you have any information which might help me along?

— *A/2C David Harlieb*
Plattsburgh AFB, N.Y.

The crankshaft in some of the early Ford-O-Matic equipped cars have a larger pilot hole to fit the Ford-O-Matic flywheel so you might have to machine a special flywheel adaptor to hold the pilot bearing. A stock '49 to '51 Merc or truck bell housing will adapt the trans to the engine but the '39 trans itself poses quite a few problems. First, it was made for use with a torque tube drive line and would need a rear bearing retainer with a seal in it. Next, the clutch throwout bearing is actuated by a rotating shaft instead of an arm such as the later cars are equipped with. If you want a floor shift gear box, why not try the '37 Cad-LaSalle bell which is made for use with an open driveshaft, has the modern type throwout arm and has the strongest gears of any American transmission ever made. Write Transmission Specialists, 355 East Manchester, Los Angeles, Calif., for an adaptor or other parts you might need.

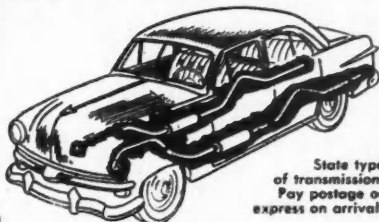


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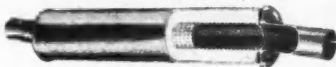
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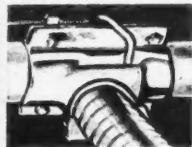
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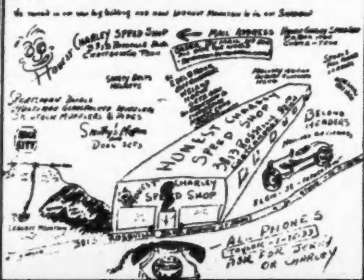
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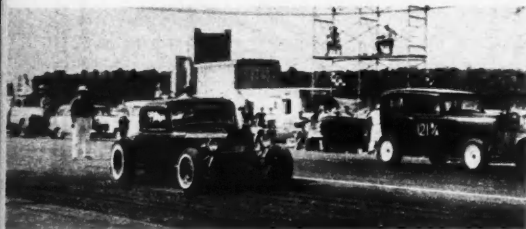
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HONEST CHARLEY SPEED SHOP

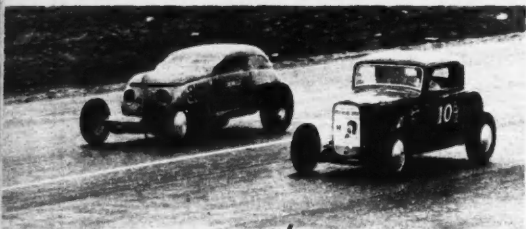
NC DRAGS

continued

The "Glass Slipper" was a great crowd pleaser with its unique design and glamorous paint job. Ed Cortopassi from Sacramento, California, went home with new Chev engine for best Chev-powered time of 141 mph.



Bob and Jim Carlson's sedan (right) up from Dallas, Texas, featured torsion bar rear suspension system that lent itself very well to getting off line. Coupe (left) was piloted by builder-owner, Chuck McFarland of Phoenixville, Pennsylvania



Typical action of this year's meet is this photo finish between Lee Christian (right) and "Carter-Shafer Chev Special" driven by Jack Randall of Encinitas, California. Lee just nudged out the modified Crosley for "firsties". Randall took record for B/ACS. 114 mph



Art Arfons from Akron, Ohio idled (?) his Allison V-12 powered "Green Monster #6" thru timing traps early Saturday for a time of 150 mph to become first member of Hot Rod Magazine's new and exclusive drag group, "The 150 MPH CLUB".

CONTINUED ON PAGE 52



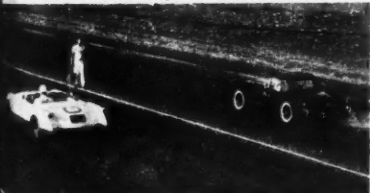
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Weeks & Noble, a real drag science combo from Inglewood, California, practically burned up the Kansas City tarmac with their sanitary DeSoto-powered roadster. Established B/MR record with 134 mph, then turned 135 mph to win eliminations.



Jack Jenkins (left) from Dallas, Texas, charges his '55 Corvette V8 off the line in competition with M. V. Waterfield's '56 sports model. Jenkins' won eliminations and record award with 98 mph time.

CONTINUED ON PAGE 52

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CLASS ELIMINATION WINNERS

CLASS	ENTRY	TIME	BODY & ENGINE
A/S	R. C. Jasper, Jr. Grand Prairie, Tex.	86.87	'56 Chev
C/S	C. E. Clark Kansas City, Mo.	82.11	'55 Stude
A GC/S	Wilton R. Zaiser Catonsville, Md.	108.82	'50 Olds- '31 Ford
B GC/S	H. L. Davis Ft. Worth, Tex.	103.32	'52 Chrys- '40 Ford
C GC/S	Earl Dorris Ft. Worth, Tex.	94.63	'55 Chev- '34 Chev
D GC/S	Leland S. Allega Independence, Mo.	87.29	'56 Chev- '56 Chev
A AC/S	Carl Grimes Phoenix, Ariz.	116.88	'56 Buick- '48 Fiat
B AC/S	Lee Christian Lubbock, Tex.	105.75	'56 Olds- '32 Ford
C AC/S	Buddy Anderson Dallas, Tex.	107.52	'48 Ford- '32 Ford
A S/R	Safford & Shores Azusa, Calif.	102.04	'40 Chev- '29 Ford
B S/R	John Melkey, Jr. Waxahachie, Tex.	99.22	'49 Ford- '32 Ford
A/R	Dale G. Hartong Akron, Ohio	118.57	'50 Olds- '29 Ford
B/R	Leroy Luckey Dallas, Texas	113.63	'53 Olds- '32 Ford
A O/G	Custom Auto Spl. Dallas, Tex.	121.95	'55 Chev- Dragster
B O/G	Arthur Cheverton Whittier, Calif.	111.52	'53 Buick- Dragster
A FC/S	Oahu Timing Assn. Honolulu, T.H.	118.26	'48 Merc- '32 Ford
B FC/S	Homer L. Dobbs Birmingham, Ala.	77.05	'48 Merc- '39 Ford
A H/R	Don Morgan Amarillo, Texas	115.68	'46 Ford- '30 Ford
B H/R	Dave Marquez Santa Paula, Calif.	126.93	'49 Merc '32 Ford
A CC/S	Wayne Mertens Belleville, Ill.	100.78	'51 Chrys- '49 Cros.
B CC/S	Reath & Mailliard Long Beach, Calif.	120.80	'46 Merc- '32 Ford
A M/R	Howard Clarkson Santa Paula, Calif.	116.88	'50 Merc- '27 Ford
B M/R	Weeks & Noble Inglewood, Calif.	135.54	'53 DeSoto- '27 Ford
D/D	Melvin Heath Rush Springs, Okla.	144.23	'53 Chrys- Dragster
X FB/D	Robert Mullen Ontario, Calif.	92.40	'29 Ford Dragster
A/SPTS	Jack E. Jenkins Dallas, Texas	98.36	Corvette V8
B/SPTS	Ralph Richter Enid, Okla.	69.44	'56 MG—"A"

NATIONAL ONE-WAY 1/4 MILE RECORDS

CLASS	ENTRY	TIME	BODY & ENGINE
*A GC/S	John H. Lovlean Fort Worth, Tex.	109.89	'53 Buick- '32 Ford
*B GC/S	H. L. Davis Ft. Worth, Tex.	106.38	'52 Chrys- '40 Ford
*C GC/S	Jack Lankert Dallas, Tex.	98.68	'56 Golden Hawk
*D GC/S	David Marclay Amarillo, Texas	100.89	'55 Dodge- '54 Dodge
A S/R	Safford & Shores Azusa, Calif.	104.28	'40 Chev- '29 Ford
*B S/R	D. Hildebrandt Norwalk, Calif.	108.17	'51 Chrys- '34 Ford
*A AC/S	Carl Grimes Phoenix, Ariz.	118.26	'56 Buick- '48 Fiat
*B AC/S	Carier-Shafer Chev. Spl. Encinitas, Calif.	114.79	'56 Chev- '47 Cros
*C AC/S	Buddy Anderson Dallas, Tex.	110.15	'48 Ford- '32 Ford
A/R	Dale Hartong Akron, Ohio	119.68	'50 Olds- '29 Ford
*B/R	Otis R. Smith Akron, Ohio	115.23	'55 Chev- '27 Ford
A O/G	Custom Auto Spl. Dallas, Tex.	125.17	'55 Chev Dragster
*B O/G	Lyndall White Amarillo, Tex.	115.68	'54 Dodge Dragster
*X F/B	Robert Mullen Ontario, Calif.	91.09	'29 Ford Dragster
A S/C	Jack E. Jenkins Dallas, Tex.	98.36	Corvette V8
B S/C	Ralph Richter Enid, Okla.	69.44	'56 MG—"A"
*A FC/S	BCCA "Syndicate" Vancouver, B.C.	115.38	'53 Chrys- '34 Ford
B FC/S	Homer Dobbs Birmingham, Ala.	97.29	'48 Merc- '34 Ford
A H/R	Don Morgan Amarillo, Texas	118.42	'46 Ford- '30 Ford
*B H/R	Dave Marquez Santa Paula, Calif.	124.82	'49 Merc '32 Ford
A CC/S	Reath & Mailliard Long Beach, Calif.	128.20	'51 Chrys- Austin
*B CC/S	Reath & Mailliard Long Beach, Calif.	123.11	'46 Merc- '32 Ford
*A M/R	Don Schleicher Kansas City, Kans.	129.68	'48 Olds- '27 Ford
*B M/R	Weeks & Noble Inglewood, Calif.	134.93	'53 DeSoto- '27 Ford
*1 D	"J. E. Riley Spl." Santa Ana, Calif.	152.28	'53 Chrys- Dragster

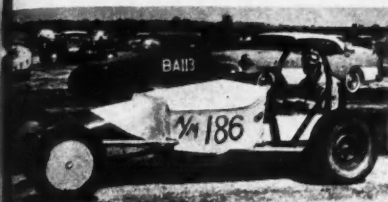
*Indicates official new National record

TOP ELIMINATOR: Melvin Heath, Rush Springs, Okla.	10.49 ET
TOP SPEED OF MEET: Lindley-Alsenz "MISS-FIRE II", Anaheim, Calif.	159.01

TOP E.T. OF MEET: Calvin Rice, "J. E. Riley Spl.", Santa Ana, Calif.	9.99 ET
BEST GAS CLASS SPEED: Arthur Arfana, "Green Monster #5", Akron, Ohio	131.05

SPECIAL ENGINE AWARD WINNER

ENGINE	ENTRY	CLASS	TIME	ENGINE	ENTRY	CLASS	TIME
Amer. Mo. V8	George Wilson Okla. City, Ok.	D GC/S	84.66	Merc V8	Dave Marquez Santa Paula, Cal.	B H/R	126.93
Chev V8	Ed Cortopassi Sacramento, Cal.	DRAGS	141.50	Olds V8	Bob Rodgers Kansas City, Mo.	DRAGS	131.77
Chrys V8	Kenny Lindley Anaheim, Calif.	DRAGS	159.01	Ply. V8	Kelth Bain Dumas, Tex.	B O/G	115.38
DeSoto V8	Jim Noble Inglewood, Calif.	B M/R	135.54	Pont. V8	Robert Meacham Canton, Ill.	C AC/S	78.19
Dodge V8	Jack Moss Amarillo, Tex.	DRAGS	133.92				



"A R-E-A-L Pickup" was Jack Dyer's modified, modified A/MR which turned 117 mph. Car consists of '22 "T" bucket with small pickup bed that serves as cockpit for the Memphis, Tennessee, handler.



The three distinguished gentlemen you are gazing upon are the "big three" (L to R) Bob Alsenz, Arthur Arfons, and Cal Rice. The first members of Hot Rod Magazine's new "One Hundred and Fifty MPH Club".

SPECIAL TROPHY WINNERS

TROPHY

LONG DISTANCE (K.C. Mayor Trophy) "Wiki-Wiki" Hawaii coupe	BEST APPEARING CAR & CREW (Car Craft Magazine) Dave Marquez
BEST ENGINEERED CAR (Motor Trend Magazine) "Miss-Fire II"	SPORTSMANSHIP AWARD (Hot Rod Magazine) Owen Bowling
BEST ELAPSED TIME AWARD (Motor Life Magazine) "J. E. Riley Spl."	THE HARD LUCK AWARD (Snap-On Tool Company) Owen Bowling
TOP SPEED AWARD (Rod & Custom Magazine) "Miss-Fire II"	NATIONAL CHAMPION (MOBILGAS TROPHY) Melvin Heath

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—by Don Francisco

RESTYLING THE '57 FORD:

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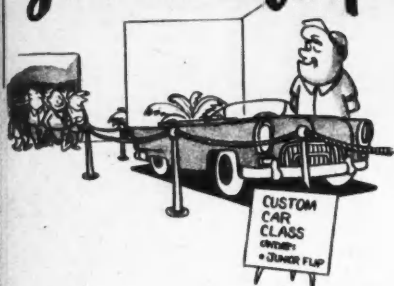
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LUMBERYARD



By Carl Kohler

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Lee W. Rockwell

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No. C.O.D., California Residents
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THIS VEHICLE CUSTOMIZED BY

THIS VEHICLE CUSTOMIZED BY

YOUR NAME

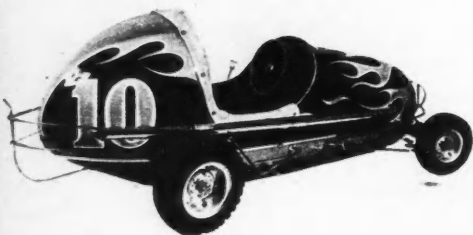
USING PLASTIC-SURGEON MATERIAL
WOODILL MOTOR CO., DOWNEY, CALIF.



QUARTER MIDGETS continued



Ansen Automotive has also joined the 1/4 midget ranks with a fiberglass body, welded steel frame, aluminum front axle. Complete car has chromed pieces, upholstery, paint and even striping. For full details, write: Anscraft, 6415 So. Normandie, Los Angeles, Calif.



Available in two kit forms as well as the complete car, the Safe 1/4 midget has channel iron frame, fiberglass body, either 2 or 3 hp Continental or 2 hp Lawson engine can be ordered. Finished car price includes the flame paint job. Safe Mfg. Co., 5561 Valley Blvd., L.A. 32, Calif.

CONTINUED ON PAGE 58

Preston Midgets BUILT TO 1/4 MIDGET SPECIFICATIONS



Complete Car—Paint, Chrome,
Ready to Run—plus tax.

\$499.00

• Dealer Inquiries Invited. Write Dept. CC.

FRAME—Tubular construction.
WHEELS—Timken taper roller bearings, front tires, 10" O. D., rear tires 12" O. D.
ENGINE—Stock 2 H. P. Continental Red Seal, 6-1 gear reduction, 7.1 cubic inch displacement, 4 cycle "L" Head.
UPHOLSTERY—Plastic covering over foam rubber.
FRONT AXLE—Square tubular construction.
REAR AXLE—1" O. D. solid steel axle, self aligning flange type pillar block bearings.
DRIVE—16 to 32 sprockets, No. 40 half inch pitch chain.
FOOT THROTTLE—Adjustable.
FRONT END SUSPENSION—1/4 Elliptical.
CHROME—On completed cars only, consists of: front axle, tie rod, drop link, spindles, front and rear bumpers, nerfing bars, steering wheel, brake handle and hub caps.
PAINT—Lacquer in standard colors—TWO-TONE.
DRIVER WHEEL—Right rear wheel with a wheel locking mechanism which can be disengaged for free-wheeling from rear axle.
PARTS—Available for repair or replacement due to wear or damage.
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Phone YUkon 63-3582
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Ans craft... 1/4 MIDGET

*Complete car ready to run
Includes chrome, paint, naugahyde upholstery and striped.

\$395

Complete Kit

\$335.

Built to 1/4 midget specifications. Continental 2 h.p. engines used.

*this offer for limited time only.



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BELL 1/4 MIDGET CRASH HELMETS



Same construction as Bell Indianapolis Helmets Fiber-glass plastic lamination with foam plastic liner gives maximum protection. Features break-away visor, heavy duty chin strap, & impregnated white color. Will fit boys ages 4 to 16.

\$36.50

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QUARTER MIDGETS continued



Webco Speed Co., 19 East Valley Blvd., Alhambra, Calif. features many parts and accessories for 1/4 midget racers. Included in the photo: Amal carburetor, McHal helmet, air cleaner, cycle battery, fuel lines, goggles, spark plugs and even racing fuels.

CONTINUED ON PAGE 60



Special small size crash helmets are available at Bell Auto Parts, 3633 E. Gage, Bell, Calif.



For those who wish to make their own chassis, Bill Finley, 2918 E. Hullett St., Long Beach, Calif., has this fiberglass body.

DO-IT-YOURSELF KIT

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1/4 MIDGET*

COMPLETE CAR READY
FOR TRACK USE ... \$495.



COMPLETE PARTS
COMPLETE KITS
\$365.

Complete repair department.
Cars can be financed.

*See complete kit picture on page 27.



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1/4 MIDGET MFG. CO.

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INC.

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A REAL GASOLINE POWERED
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THE OFFYETTE FEATURES —

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- Transverse leaf spring suspension.
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- Automatic clutch.
- Rewind starter.
- Beautiful fiberglass body.
- Foam rubber peddling.

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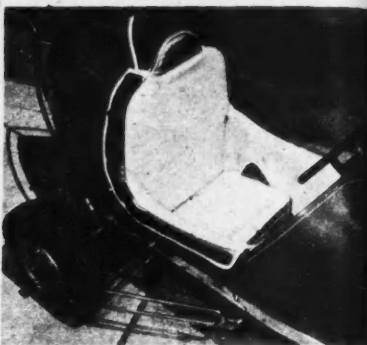
True channel iron frame, heavy internal roll bar, heavy steel band under seat — attractive exhaust stacks which act as side bumpers — 3/4" steel bumper and nerfing bars. Handling qualities superior to any other car on track. Experience-engineered complete car, car kits, or parts to build your own car — wheels, sprockets, chains, axles, etc.



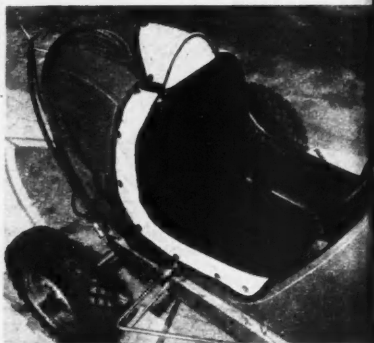
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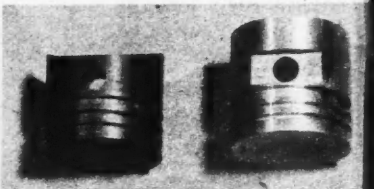
QUARTER MIDGETS continued



This is the upholstery included in the Amcraft kit and is made by Jack's Top Shop, 1755 W. 64th Street, Los Angeles 47, Calif.



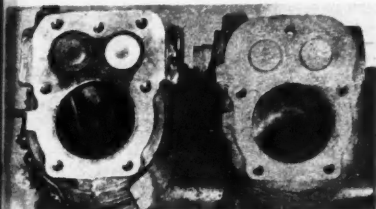
Also made by Jack's Top is this special rolled and pleated type at extra cost. Jack will upholster any car in any way desired.



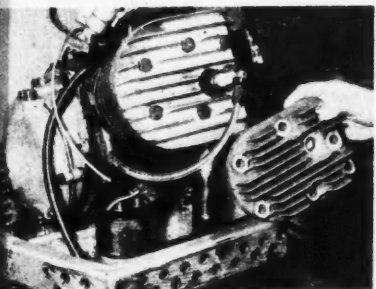
Special narrow ring piston at left is made by J.E. Al Sharp, 6307 Wilmington Ave., Los Angeles, Calif., also makes speed equipment.



Most widely used engine for 1/4 midgets is the Continental 2 or 3 hp with reduction gear box. Contact any Continental dealer.



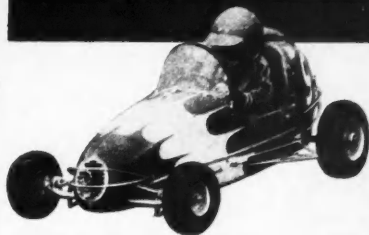
Cover car engine at left uses cut down V8-60 valves to replace small 1 inch valves in stock engine. Bore size remains stock.



Evans' high compression head, on engine, is aluminum for better cooling. Evans equipment, 2550 No. Seaman, El Monte, Calif.

CONTINUED ON PAGE 66

MAKE A DEPENDABLE RED SEAL THE HEART OF YOUR MACHINE



Finest power for racers, scooters, lawnmowers, garden tractors—any job within their capacity—is one of today's Red Seal heavy-duty air-cooled models. They're built to get up and go, and backed by engine experience dating from 1902. Greater piston displacement gives power in excess of rating, plus low-speed lugging ability that eliminates stalls. Exclusive Context ignition system speeds and simplifies adjustment, doubles life of points and plug. Optional low oil level ignition cutoff ends hazards of running dry. NOW AVAILABLE with built-in flywheel generator charging batteries or lighting lights.

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Baldwin-Sommerfeld 'A' lakester set new record of 160.036 mph in wing tank powered by a Riley four-port '32 Ford engine.

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BONNEVILLE

FASTEST QUALIFYING SPEEDS (ONE-WAY)

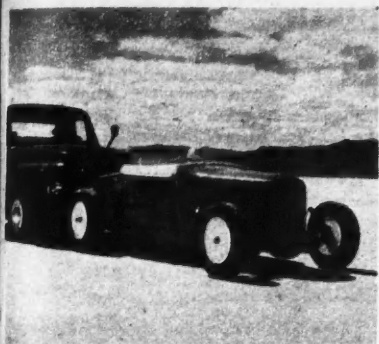
CLASS & ENTRY	BODY & ENGINE	SPEED
B ROADSTER DeArmond & Markley San Carlos, Cal.	'29 Ford-Dodge V8	174.41
C ROADSTER GAS Carroll Thompson Sherman Oaks, Cal.	'29 Ford-Ardun	144.69
C ROADSTER Axtell & Walker Los Angeles, Cal.	'29-Ford Ford	167.28
D ROADSTER GAS Wesley Bevil, Jr. Clarkwood, Tex.	'31 Ford-Cad	153.51
D ROADSTER Enderle Hardware Spcl. Pasadena, Cal.	'29 Ford-Chrys	164.53
A MODIFIED ROADSTER Harold Johansen Sherman Oaks, Cal.	'27 Ford-Ford '4'	140.18
B MODIFIED ROADSTER Den Walte Arcadia, Cal.	'27 Ford-DeSoto V8	178.83
C MODIFIED ROADSTER Summers Brothers Pomona, Cal.	'27 Ford-Chrysler	204.31
D MODIFIED ROADSTER Summers Brothers Pomona, Cal.	'27 Ford-DeSoto (blown)	213.14
E MODIFIED ROADSTER Don Samuelson Seattle, Wash.	'29 Ford-Olds (blown)	163.93
B COUPE/SEDAN Epiling-Garai-DeYoung Riverside, Cal.	'34 Ford-DeSoto V8	137.19
C COUPE/SEDAN GAS Ak Miller Whittier, Cal.	'49 Olds-Olds	141.06
C COUPE/SEDAN Bowman-Watson Los Angeles, Cal.	'34 Ford-Ford (blown)	152.54
D COUPE/SEDAN GAS Dr. Nathan Ostich Los Angeles, Cal.	'56 Chrysler 300-B	141.95
D COUPE/SEDAN Sanchez-Cagle-LaMmen Bellflower, Cal.	'53 Stude-Chrys	185.18
A COMPETITION COUPE/SEDAN Secor Spcl. El Monte, Cal.	'34 Ford-Ford 60	123.79
C COMPETITION COUPE/SEDAN Cobbs Engr. Spcl. Santa Monica, Cal.	'34 Ford-Chev (blown)	185.95
D COMPETITION COUPE/SEDAN Half-Fast Los Angeles, Cal.	'34 Ford-Chrys	179.55
E COMPETITION COUPE/SEDAN Calloway & Werobieff Los Angeles, Cal.	'34 Ford-Chrys	166.66
H LAKESTER Lodge Spark Plug Spcl. Fresno, Cal.	Cooper-Triumph	94.83
A LAKESTER Baldwin & Sommerfeld Burbank, Cal.	Wing Tank-Ford 4	162.16
C LAKESTER Holder & Case Menlo Park, Cal.	Wing Tank-Ardun	214.15

CLASS & ENTRY

CLASS & ENTRY	BODY & ENGINE	SPEED
D LAKESTER Valley Auto Spcl. Phoenix, Ariz.	Wing Tank-Chrysler	215.18
C STREAMLINER Golden Rod Denver, Colo.	Streamliner-Olds	189.87
D STREAMLINER Attempt 1 Redwood City, Cal.	Streamliner-Chrys	149.42
E STREAMLINER Bob Jones Skyland Ford Denver, Colo.	Streamliner-3 Fords	261.81
SPORTS CARS (under 1500cc, closed) Bill Scaas Cicero, Ill.	Porsche-Carrera	120.80
SPORTS CARS (over 1500cc, open) Dr. John Taverbaugh Concord, Cal.	Bangert-Chrysler	153.84
SPORTS CARS (over 1500cc closed) Barnes & Larsen Reseda, Cal.	Sorrell-Chrysler	175.43

NEW TWO-WAY RECORDS

B ROADSTER The Perry Boys Los Angeles, Cal.	'29 Ford-Dodge	168.797
C ROADSTER GAS Carroll Thompson Sherman Oaks, Cal.	'29 Ford-Ardun Marc	145.985
D ROADSTER GAS Wesley Bevil, Jr. Clarkwood, Texas	'31 Ford-Cadillac	153.910
C MODIFIED ROADSTER Ruddy & Weinstein Beverly Hills, Cal.	'27 Ford-Ardun Marc	200.009
D MODIFIED ROADSTER Quincy Auto-Ross-Jacobson Los Angeles, Cal.	'27 Ford-Chrys	204.869
C COUPE/SEDAN GAS Thomas Poole Mt. Clemens, Mich.	'55 Chev-Chevrolet	137.550
D COUPE/SEDAN GAS Dr. Nathan Ostich Los Angeles, Cal.	'56 Chrys-300-B	141.579
D COUPE/SEDAN Sanchez-Cagle-LaMmen Bellflower, Cal.	'53 Stude-Chrys	163.713
A COMPETITION COUPE/SEDAN Secor Special El Monte, Cal.	'34 Ford-Ford 60	116.176
C COMPETITION COUPE/SEDAN Cobbs Engineering Spcl. Santa Monica, Calif.	'34 Ford-Blown Chev	187.987
H LAKESTER Lodge Spark Plug Spcl. Fresno, Cal.	Cooper-Triumph	92.344
A LAKESTER Baldwin-Sommerfeld Burbank, Cal.	Wing Tank-Ford 4	160.036
D LAKESTER Valley Auto Spcl. Phoenix, Ariz.	Wing Tank-Chrysler	213.190
SPORTS CARS (under 1500cc, closed) Bill Scaas Cicero, Ill.	Porsche-Carrera	122.019
SPORTS CARS (over 1500cc, closed) Barnes & Larsen Reseda, Calif.	Sorrell-Chrysler	164.312



Axtell-Walker 'C' roadster used a Ford flathead engine with an Italmeccanica blower for top class time of 167.28 mph.



Chrysler engine pushed this 'D' class coupe/sedan '53 Stude to a new record of 163.715 mph. Top qualifying time was 185 mph.

WELD

BRAZE

CUT

SOLDER



4 WAY

\$14.75

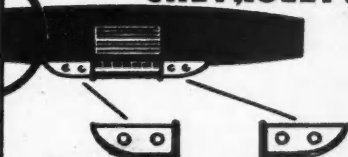
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Complete with stock, hot rod and customizing enthusiasts as the welder of 1001 uses. Easily operated from properly wired 110 volt AC or DC line. The ideal gift with a life-long use. Order today on 10-day money back guarantee.

Literature on larger equipment on request

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Do you own a 41-48
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To dress it up — replace those old worn out plastic dash panels with these highly polished beauties.

Price — \$3.00 (set) NO C.O.D. orders.

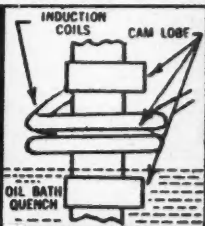
See your dealer or order from —

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Iskenderian is the first to apply this highly successful electronic method of surface hardening with controlled molecular surface structure, to racing camshaft lobes. Each lobe is passed through an electrical magnetic field that instantly raises the surface temp. in excess of 1500°F and then is immediately immersed in an oil bath quench. Since this process is so instantaneous, and accurately controlled the lobes are hardened only to a depth of 1/16" leaving the center of the core with the same desirable and ductile characteristics as the stock cam. The result is a cam that is tops both in performance and dependability.

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CUSTOM QUERIES

BY
**NEIL
EMORY**
VALLEY CUSTOM SHOP

"COM-PRE" LOWERING KIT

Dear Neil:

I am inquiring about a lowering kit called "Com-Pre". I would like to know if you could fill me in on where I can procure the kit and its price? I also would like to know if you can list the cars, year and model, for which it is designed?

—Dennis Irlbeck
St. Genevieve, Missouri

The rear coil spring lowering kit, "Com-Pre", is handled by us and is only made up upon order. The kits are designed for a maximum two drop and are available for the Buick and Oldsmobile products. Price is \$25.00 (no C.O.D.). When ordering state year, make, and model. Write: Valley Custom Shop, 1871 Victory Place, Burbank, California.

ROCK 'N ROLL CUSTOMIZER

Dear Neil:

I have heard that a few of the top custom "whiz kids" have installed small 45 rpm record players in the glove compartments of their cars. I would like to follow through with a similar installation on my '49 Mercury but lack the knowledge. Maybe this is a little off the beaten path for a custom shop, but presume you might be able to give me a few pointers on what is required for the installation? I am also interested in chopping the top of the Merc and was wondering if you have available any comprehensive reports explaining basic procedure?

—Dan Bergenski
Burbank, California

Suggest you check in with a local automotive

electrical shop. They sell converters that will transpose your car's 6 volt electrical system to a 110 series, which will allow you to use your record player, electric shaver, vacuum cleaner, hair curler, vibrator and alarm clock! In the forthcoming January '57 issue of CAR CRAFT we have planned a very informative article on "Secrets of Top Chopping". Being that this particular subject is very entailed to explain strictly with editorial copy, I suggest that you be with us at that time.

'50 FORD — LITTLE BY LITTLE

Dear Neil:

I have been customizing my '50 Ford little by little over the past year and now am ready to restyle the grille. I'm looking for a different treatment, but something that won't become a financial nightmare to my restricted pocketbook. We've got '54 Pontiac grille bars and accessory type grille bar installations running out our ears here in Greensboro, so I would like to stay away from this particular styling. Thought you would be just the source for a new idea, and I would deeply appreciate and consider, any, and all suggestions. I would like to retain my stock grille extension wrap-around pieces. But if they have to go — go already!

—Carl Bodsford, Jr.
Greensboro, N.C.

An item that you might take advantage of, Carl, is to have a local sheet metal shop make up for you, a special horizontal grille bar that would match up with your stock extension pieces. Have them bend and contour the front edge of the special grille bar so that you can install vertical grille pieces from a '54 Chevrolet. The amount of vertical grille pieces installed is strictly up to you. Of course, the special horizontal grille bar will have to be chromed, but over-all, this assembly should be inexpensive and easy to build. You might measure out a '54 Chevrolet horizontal grille bar to see if it would reach across your Ford's grille opening to the extension arms, if it will reach and mate satisfactorily, there is no need for building a special sheet metal horizontal grille bar. So go already!

ELECTRICAL PUSH BUTTONS

Dear Neil:

Would you please send me the information needed for installing electrical push buttons in the doors of my '50 Mercury? I have

searched everywhere trying to find out just how it is done.

—Gerald Lewandowski
Chicago, Illinois

I have looked all over trying to procure information on how to correctly install an electrical push button door system, but to no avail. If my memory serves me right, I remember that CAR CRAFT did a big spread on just such an item. Is this true, and if so, when?

—Martin Colombo
Lewiston, Michigan

Sorry men, but the issue of CAR CRAFT where this particular item was thoroughly covered step-by-step has been completely sold out. Best suggestion I have is for you to try to dig up a September '55 issue of CAR CRAFT. Per chance this is to no avail, check in with our companion magazine, HOT ROD. In their October '56 issue you will find a feature titled "The Magic Door". I'm sure that this article will furnish you with the information needed.

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Secrets of "Top Chopping"
—by Valley Custom
January '57 Issue
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DECEMBER 4th



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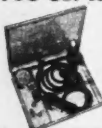


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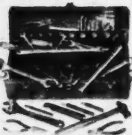
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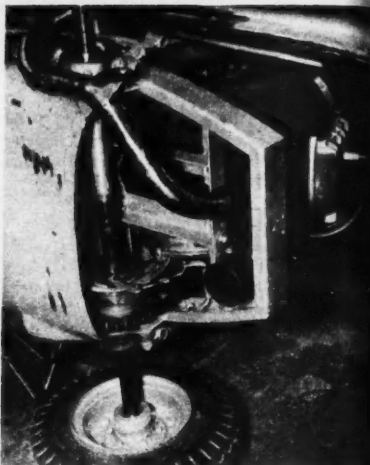
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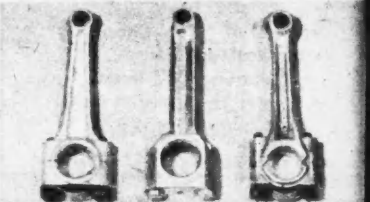
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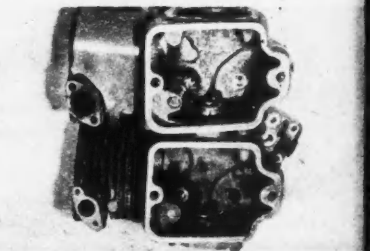
QUARTER MIDGETS continued



Many types of brakes are used, Lodes' car has front wheel brake from a Schwinn bicycle adapted to axle, is hand operated.



Center rod is special made from aluminum bar. Others are stock, have no bearing insert, can break if engine is hopped up.



Bottom engine is stock. Upper engine has been ported, relieved slightly and cam shaft has roller bearing support in block.

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YES, any amateur carcrafter can repair and restyle auto bodies with professional results with TAPKITS. These kits contain genuine Fiberglas and Tapox resin, guaranteed to bond permanently to any metal. These materials are easy to apply and easy to finish and cost less than one-third cost of leading and welding!

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☐ TAP Carcrafter KIT C-25, \$12.45. Contains 2000 sq. in. of special "A" weight Fiberglas cloth, proper amount of genuine TAPOX epoxy resin and hardener, milled Fiberglas fibres (for making filling paste), thixotropic powder (for use with resin to prevent run-off on vertical surfaces), mixing cups and spoons, brush, and complete illustrated instructions.

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